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Amazing evidence of the remarkable speed with which indigestion and stomach pains can be stopped has been revealed by medical experiments and X-ray photographs of actual cases. These prove the ingredients of 'Bisurated' Magnesia to be the quickest-acting and most effective known to medical science. Within 5 minutes a teaspoonful of 'Bisurated' Magnesia in a little water produced complete relief in cases where numerous other remedies had failed entirely.

Its Action Explained—

Simply take a teaspoonful of the powder in a little water. The moment this soothing draught reaches the tortured stomach it begins to sweeten the sour, fermenting undigested food. The contents of the stomach become as bland and soothing as milk to the sensitive stomach lining. The pain quickly lessens and presently disappears. By following up the treatment after each meal, your harassed stomach will soon lose its tenderness and grow strong, until you can eat whatever you like and enjoy every meal, without fear of wind and pain.

A NOTED ENGLISH DOCTOR SAYS:

"I find that 'Bisurated' Magnesia taken after my meals is the only thing that keeps me free from pain and discomfort, and I take it regularly. I often prescribe it for my patients, and have had very good results."

H.G. — M.A., M.R.C.S., L.R.C.P.
ANOTHER DOCTOR SAYS:
"Bisurated' Magnesia gives excellent results and is the ideal remedy for stomach pains and acidity. It is particularly recommended for Dyspepsia, Gastritis, Stomach Pains, Flatulence, and even Stomach Ulcers."
H.L. — Faculty of Medicine, Paris.

'BISURATED' Magnesia
quickest stomach relief known
Always see the oval 'BISMAG' trade mark on every package.

HOME BY AIR FOR £140

Imperial Airways
Reduce Fares

Singapore, July 12.
Imperial Airways and their associated companies announce the introduction of further reduced passenger fares on the England-Australia Empire air service operated throughout by four-engine air-craft.

Homeward bound the reductions are effective during the off-season from July 20 to September 23 and outward from July 20 to September 7.

These special fares are quoted on a zonal basis as follows:—

Single	
(a) From London (or Paris) to Bangkok or Singapore or any station between these two latter points and, vice versa	£140
(b) From London (or Paris) to any station beyond Singapore including Australian stations and vice versa	£175
(c) From Brindisi to Singapore and vice versa	£140
(d) From Brindisi to Ceylon, Ceylon or Brisbane or any station between these two latter points and vice versa	£175
(e) From Athens to Charleroi or Brisbane and vice versa	£140

Normal return and other abatements will be allowed.

SECOND REDUCTION

It will be remembered that this is the second reduction during the past four months, the fares from Singapore having been reduced by almost 25 per cent. during that period.

The off season fares has been introduced by Imperial Airways to stimulate local interest in air travel both to and from the Home country.

It is hoped that this further reduction will bring air travel within reach of a greater percentage of those in Malaya and that as a result, the long-winded Imperial bi-weekly service to and from London will soon be inaugurated.

NEW YORK EXCHANGE

New York: July 30		High	Low	Close	Change
New York/London	4.96 1/2	4.96 1/2	4.94 1/2	4.96 1/2	1/2 off
New York/Paris	11.60	11.45	11.55	11.50	1/2 off
New York/Amsterdam	12.03	12.00	11.85	12.00	1/2 up
Chicago	94 1/2	94 1/2	94 1/2	94 1/2	1/2 off
Chicago	77 1/2	77 1/2	77 1/2	77 1/2	1/2 off
Montreal	68 1/2	68 1/2	68 1/2	68 1/2	1/2 off
Silver—On	—	—	87 1/2	87 1/2	unchanged

Dow Jones Averages		High—1934/35	Low: July 27	July 29	Change
30 Industrials	125.36	125.36	125.37	126.56	1.20 up
30 Rails	52.98	52.98	52.98	53.25	.27 up
30 Utilities	31.03	31.03	31.03	31.33	.30 up
40 Bonds	97.47	97.47	97.47	98.96	1.49 up
11 Commodity Index	85.28	85.28	85.28	85.52	.24 up

Business Done:—1,750,000 shares.

Last Sale		Last Sale	
Stock & Div	July 27 July 29	Stock & Div	July 27 July 29
Adams Express	74 1/2 74 1/2	Gold Dust (1.20)	164 1/2 164 1/2
Amer. Can. (4)	141 1/2 141 1/2	Goodyear	204 204 1/2
Am. Cyanamid "B"	21 21 1/2	Int. Cement	28 28 1/2
(25dr.)	44 44 1/2	Int. Nick. (60)	10 10 1/2
Am. For. Pwr.	33 1/2 33 1/2	Int. Tel. & Tel.	62 1/2 64
Am. For. Pwr. 7 1/2	33 1/2 33 1/2	Johns Manville	204 204 1/2
Pf.	18 1/2 17 1/2	Kennecott (15)	394 394 1/2
Am. Locomotive	18 1/2 17 1/2	Loew's (1)	24 24 1/2
Am. Radiator	44 43 1/2	Lorill. (1.20)	74 1/2 74 1/2
Am. Smelting	129 1/2 129 1/2	Mont. Ward	32 1/2 32 1/2
Am. T. and T. (9)	129 1/2 129 1/2	Nat. City Bk. (1)	29 1/2 29 1/2
Am. Tob. "B" (5)	99 1/2 100	Nat. Da. P. (1.20)	164 1/2 164 1/2
Am. Waterworks (1)	11 1/2 12	Nat. Distillers	284 284 1/2
Am. Waterworks 5/8	68 1/2 70 1/2	Nat. Pwr. Lt. (80)	94 94 1/2
pref. (6)	164 164 1/2	N.Y. Central	184 184 1/2
Anaconda Copper	55 1/2 57	N. Amer. (50c. 4 1/2)	184 184 1/2
Atch. T. and S. F.	55 1/2 57	Pac. Gas (1.50)	242 242 1/2
(2dr.)	224 224 1/2	Pac. Lng. (3)	354 354 1/2
Auburn Automobile	124 124 1/2	Packard Motors	44 44 1/2
Baltimore & Ohio	36 37 1/2	Penn. Rly. (1)	254 254 1/2
Bethlehem Steel	9 1/2 9 1/2	Phil. Petro. (1)	204 204 1/2
Boeing Airplane	45 1/2 47 1/2	Pub. Ser. N.J. (2.80)	384 384 1/2
Borden Co. (1.60)	68 1/2 68 1/2	Radio Corp.	64 64 1/2
Borg. Warner (1dr.)	55 1/2 57	Rey. Tob. "B" (3)	54 1/2 54 1/2
Case	104 104 1/2	Schenley	294 294 1/2
Canadian Pacific	54 1/2 53 1/2	Sears Roebuck	51 1/2 51 1/2
Caterpillar Tract.	31 1/2 31 1/2	Soc.-Vac. (60)	122 122 1/2
Ch. Nat. Bk. (1.40)	50 50 1/2	Srn. Cpl. Ed. (1.50)	194 194 1/2
C.P. Corp. (2.50)	42 1/2 44 1/2	Southern Pacific	184 184 1/2
C.P. Corp. and	45 1/2 45 1/2	Stan. Brands (1)	18 18 1/2
Ohio (2.80)	59 1/2 59 1/2	Stan. Gas	44 44 1/2
Chrysler (1d)	74 74 1/2	Sta. Oil N.J. (1)	46 1/2 46 1/2
Col. Gas & Elec.	20 1/2 20 1/2	Ster. Pro. (2.80)	64 64 1/2
Comm. Solv. (60)	11 1/2 11 1/2	Studebaker Corp.	184 184 1/2
Comm. Stbrn.	50 50 1/2	Texas G. Sulph. (3)	34 1/2 34 1/2
cum. Pf. (6)	27 1/2 27 1/2	Transamerica (1.12)	64 64 1/2
Cons. Gas. N.Y. (2)	74 74 1/2	Un. Car. and Carb	64 64 1/2
Cons. Oil (28)	21 1/2 21 1/2	(1.40)	104 104 1/2
Cons. Oil (25)	68 1/2 68 1/2	Un. Pac. Rlys. (8)	174 174 1/2
Corn Prod. (13)	28 1/2 28 1/2	Un. Aircraft Corp.	52 52 1/2
Douglas Aircraft	107 1/2 107 1/2	Un. Air Line Trans.	34 34 1/2
Du Pont (2.60)	94 94 1/2	United Corp.	15 15 1/2
Elec. Bond & Share	64 64 1/2	Unl. Gas Impr. (1.20)	59 59 1/2
Elec. Bond 5 Pf. (5)	164 164 1/2	Unlv. Leaf. Tob. (2)	59 59 1/2
Elec. Bond 5 Pf. (6)	164 164 1/2	U.S. Indus. Alcohol	42 42 1/2
Fox Film "A"	294 294 1/2	U.S. Rubber	134 134 1/2
Gen. Elec. (40)	374 374 1/2	U.S. Steel	424 424 1/2
Gen. Foods (1.80)	384 384 1/2	Vandium	164 164 1/2
Gen. Motors (1d)	31 1/2 31 1/2	Warner Bros. Picts.	5 5 1/2
Gen. Rly. Sigs (1)	31 1/2 31 1/2	West E. & M. (65)	61 61 1/2
		Call Money	4 1/2 4 1/2

* Bid

* ex. div.

* possible liquidation

ANOTHER FALL IN SILVER

Price Fixing Again Delayed

(Special Air Mail Service)

London, July 18.
Further exceptionally large sales of silver on the part of speculators took place in the silver market yesterday, and in order to give the United States Government the opportunity of taking up the silver offered, and thus averting a heavy fall in the price, the fixing of the price was delayed for about an hour after the customary time. The United States Treasury then accepted the whole of the very large amounts offering at a decline of only 3-16d. in the price, which was "fixed" at 30 1/2d. per oz. At the close the market had a steadier appearance, buying orders being received from India.

THE NEW INDIA LOAN

The new India Loan was underwritten yesterday. It takes the form of a Three per Cent. stock, repayable at latest in 17 years, and is offered to the investing public at 98. The amount is £10,000,000, and the subscription lists will be opened and closed to-morrow. The loan does not represent new money for the proceeds are to be used to replace in part £12,000,000 of Six per Cent. bonds which are to be repaid in October next. The loan was well received in the market yesterday. The New Zealand £8,000,000 loan was oversubscribed to the extent that cash applicants received only 24 per cent. of the sum applied for.

FINANCE FOR INDUSTRY

Announcement is made in our City columns of the formation of another company, called "Leadman Securities Corporation," with a capital of £250,000, to engage in

Industrial issues and other business indicated in the report of the Macmillan Committee on Finance and Industry. This company has been formed by Messrs. J. Henry Schroder and Co., which, we are informed, will continue its ordinary issue business as in the past. The object of the subsidiary will be primarily to make industrial issues, particularly for the smaller industrial and commercial concerns. It was represented to the Macmillan Committee that great difficulty was experienced by the smaller and medium-sized businesses in raising capital from time to time even when the security offered was perfectly sound. No difficulty, it was added, arose in the case of issues sufficiently large for an appeal to be made to the public, but the raising of small sums up to, say, £200,000, always presented difficulty. The Committee also urged that the relationship between finance and industry should generally be brought closer.

THE FAR EAST

(Special Air Mail Service)

London, July 18.
Sir Samuel's tone about Japan and China was exquisitely right. He affirmed British friendship for Japan. He neatly mixed with it a criticism of her recent record in North China, and an appeal for the removal of that restriction upon friendship. For China, he quoted the promotion of the British Legation to Embassy status as a measure of the importance attached by Britain to Chinese friendship. He postulated the open door coupled with Chinese full independence, and as a means thereto Chinese cultivation of both Eastern and Western "help."

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BEPPU (Kure):— KAKENBU HOTEL	KOBE:— ORIENTAL HOTEL TOR HOTEL	NARA:— NARA HOTEL	TAKARAZUKA (near Kobe) TAKARAZUKA HOTEL
OHUENJI (Nikko) LAKE HUD HOTEL	KYOTO:— KYOTO HOTEL MIYAKO HOTEL KYOTO STATION HOTEL	NIKKO:— KARAYA HOTEL	TOKYO:— IMPERIAL HOTEL MEMPHIS HOTEL ONDER HOTEL TOKYO RAILWAY HOTEL
GIFT:— NAGARAWA HOTEL KAMAKURA KAMIN HOTEL	MATSUBISHI:— * PARK HOTEL	OSAKA:— DORSET HOTEL HOTEL NEW OSAKA OSAKA HOTEL	UNZEN:— KYUHO HOTEL SHINTU HOTEL UNZEN HOTEL YOKOHAMA:— HOTEL NEW GRAND
KAMIKOCHI (Japan Alps) * KAMIKOCHI IMPERIAL HOTEL	MIYAJIMA MIYAJIMA HOTEL	OTSU (near Lake Biwa) HOTEL LAKE BIWA	
KABUZUWAZA:— * MAMPEI HOTEL * MIYAKO HOTEL	MIYANOSHITA (Hakone):— FUJITA HOTEL	SAPPORO:— SAPPORO GRAND HOTEL	

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GERMANY'S NEW WARSHIPS

More Powerful
Than British

(Special Air Mail Service)

London, July 18.
Keen interest in the German naval building programme—details of which appeared in "The Daily Telegraph" yesterday—is being displayed in British naval circles. The two battleships will, it is thought, be equal to our battle cruisers. Renown and Repulse, which, although several thousand tons larger, are suffering from old age.

Germany's 20 smallest submarines of 250 tons each are evidently meant to serve as training units. The six boats of 500 tons are one-fifth larger than our "E" boats, while the two of 750 tons are approximately equal in size to our "L" class. The appearance of German undersea cruisers of very large tonnage is thought to be a mere question of time. It is learned that the 28,000-ton battleships are due for completion by the autumn of 1937. Britain is debarred by treaty from laying down any capital ship before January, 1937. It would, however, be possible to invoke the "escalator" clause, drafted to meet the contingency of some non-treaty power embracing on a big programme of warships, and to lay down capital ships, cruisers, and other vessels immediately after we had communicated our intentions to the other signatories.

The outcry in France over the German programme seems to be unjustified. When this programme is completed France will still have an immense preponderance of naval strength, as the following table shows:

France	Germany
Battleships	
35,000 tons	2
Battle-cruisers	
28,500 tons	2
"Pocket" battleships	
10,000 tons	3
Older Dreadnoughts	
22,000 tons	6
Heavy cruisers	2
Light cruisers	6
Destroyers	39
Submarines	110

Moreover, whereas the largest German submarine will be 750 tons, France has 40 submarines of 1,000 tons and upwards. She has also two aircraft-carriers totalling 32,000 tons, a type which Germany does not yet possess.

BIG FLOATING DOCK

Germany is hurriedly completing a big floating dock, with a lifting capacity of about 30,000 tons, for use at the Wilhelmshaven base on the North Sea. When completed the dock will be about 630ft long, with an entrance width of some 100ft. It has evidently been built to take the new 28,000-ton battle cruisers now under construction. The largest floating dock yet built is that at the British Singapore base. It has a lifting capacity of nearly 60,000 tons.

SILVER JUBILEE FUND?

Singapore Criticised

Singapore, July 23.
Outspoken comment on the manner in which the Singapore Jubilee Fund has been supported was made by Archdeacon Graham White of Singapore at a dinner on Saturday night. In the presence of a cosmopolitan gathering comprising the staff and old boys, the Archdeacon was making an appeal for contributions towards the rebuilding of St. Andrew's School, Singapore.

"I have heard it said that this is not the right time for an appeal of this nature," remarked the Archdeacon. "For myself, I never yet knew of any movement when the chosen time was the right one."

POOR RESPONSE

"We are told that first of all the only appeal at the present moment which should be concentrated on is His Excellency's Jubilee Fund. However, I just want to say this—that the people who make those complaints forget what a poor response the fund has met with."

"His Excellency was a newcomer to this country, and yet he had the courage to put forward the cause of the poor. The response is nothing to what it should have been. Many other causes have had far better support and I think Singapore really ought to feel ashamed of itself."

"The cause of the school started long before the launching of that fund and personally I feel that there is plenty of scope for both."

FRESH AIR CAMP

Benefit Many
Youngsters

Shanghai, July 26.

After two weeks of continuous frolicking in the fresh air and sunshine, seventeen young guests at the Children's Fresh Air Camp, Hungjiao and Great Western Roads, will return to town to-day and give a similar number of Shanghai's underprivileged children an opportunity to build up their undernourished bodies at the camp. The present group of campers includes children of British, American, Russian, Portuguese, French, and German nationalities. This is the second group, the first, who opened the camp on June 25, being composed entirely of Russians.

The camp is sponsored by the Joint Committee of Shanghai Women's Organizations, and Mrs. Arthur N. Young is the special fresh air camp chairman. The camp is for girls only, but, so great has been the demand for a similar camp for underprivileged Shanghai boys, that the committee are taking steps to arrange a one week's camp at Millington's Boys Camp before the summer is over.

HOW THEY BENEFIT

The idea of the camp, the work of which is closely supervised by Mrs. Young, Mr. E. Kelen, and other members of the committee, is to give the less fortunate children of Shanghai the chance of a holiday in the sunshine and country air. According to Mrs. Young, many of the children who have been revelling in an orgy of sunlight, sleeping-outside, playing outdoor games, cooking picnic meals over an out-door grill, and clambering like monkeys in the "jungle gymnasium" never have been out of the city before. One little girl, "Alleen," gained 5 lb. during her two weeks' visit to the camp. Another little four-year-old, who answers to the name of "Mickey Mouse," is spending her second summer at the camp. Last year, she arrived at the camp weighing only 23 lb.

Plain and wholesome food—and lots of it—is furnished at frequent intervals throughout the day and there are usually tea-time treats of special dainties, sent out by Shanghai's leading club-women, and others interested in the philanthropic project.

PARTING GIFTS

To-day, before the campers say farewell to their "paddling bath," the favourite "jungle gym," the swings, the vegetable garden, and their camp directors, each will receive a packet of toys to take home with them.

The fresh air camp was opened last summer and during May and June, before the re-opening this year, it was used during week-ends by Chinese girls, who will resume the use of the camp cottage again in September.

SILVER FOR U. S. A.

(Special Air Mail Service)

London, July 12.
Heavy buying of silver in London by the United States Treasury in the last few days is attributed in the bullion market to be owing not to any attempt to bolster up the world price of silver but to obtain a large quantity of the metal as cheaply as possible.

"To talk of any sinister motive behind the heavy buying by the United States is wrong," a reporter was informed yesterday by one in close touch with the London market. "They had held off buying for some time as the price was not favourable, but now they have very properly taken advantage of the drop in price to obtain the silver they want. They have merely shown a considerable amount of intelligence in their buying."

"The American buying has naturally affected the price, but to talk of a collapse having been averted is much too strong."

funds, since the appeals are for entirely different purposes. The toast to the school was made by Mr. N. A. Worley who also made an appeal, stating that it was sought to raise about \$60,000 to put up a new block of school buildings containing up-to-date class-rooms, a school hall and living quarters for the staff.

He pointed out that the boys of the school had among themselves already contributed over \$1,000.

The Rev. R. K. S. Adams, principal of the School, proposed the toast of the old boys to which a reply was made by Mr. Lim Chong Pan, the vice-president of the Old Boys' Association.

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At 12 O'CLOCK NOON

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DUDELL STREET

5 Bales 1/32's Bleached Yarn
5 " 2/62's Grey Yarn
5 " 2/62's Bleached Yarn
2 Cases 3/140's Sewing Thread
20 Bales Handkerchief Cloth, sizes 18" x 18" and 13" x 14"
2 Cases Plain Suitings
1 Case Striped Suitings
1 Case Tropical Fancy
1 Case Gramophone Needles
35 Gross Copying Pencils
64 " Belt Hooks
75 Boxes Brass Fasteners.

TERMS—CASH ON DELIVERY.

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FRIDAY, AUG. 2, 1935

COMMENCING AT 5.15 P.M.

At Their SALES ROOM,
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A VALUABLE
COLLECTION OF POSTAGE
STAMPS

ON VIEW FROM WEDNESDAY,
THE 31st JULY, 1935.

TERMS—CASH ON DELIVERY.

LAMMERT BROS.,
AUCTIONEERS.

"DEATH SHIPS" AND MOTOR BOATS

(Special Air Mail Service)

London, July 18.

The German "death ships," which are the latest naval scare, are in reality nothing but our war-time device the coastal motor-boat. The German craft are credited with a speed of 40 knots. Seventeen years ago the C.M.B.'s at their secret base at Osea Island, were doing higher speeds than that. A certain type of mind is immensely impressed by mosquito craft. We saw the French admirals swept by a mania for "naval dust" just after the invention of the torpedo, and Sir Percy Scott tried to start a similar stampede in this country with his adjectival abuse of the battleship. Actually, all the admirals of the world, and not only the German, have been experimenting with fast motorboats during recent years. Several British firms have obtained contracts to build such craft for minor navies, and our own Fleet has been supplied with various new types of picket-boat, which are motor-driven. Only this week we have carried out trials of a new "admiral's barge" fitted with three 100-h.p. petrol engines which performed incredible feats of agility both in steaming and in steering. A motorboat of similar design to this barge could be produced quickly and in large numbers for use as torpedo droppers in war-time, and there is no sense in building whole flotillas of them during peace, for they age quickly and would be a waste of money.

Moreover, as our own name for them shows, they are only useful in sheltered waters near the coast. Under stress of urgent need some of the young officers who were in them in 1918 made heroic dashes across the Channel to the Belgian coast, but only in a sea that was almost flat. Even with a slight chop the craft are almost unmanageable at their high speed.

LAMMERTS AUCTIONS

PUBLIC AUCTION.

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PUBLIC AUCTION

ON

WEDNESDAY,
JULY 31, 1935

At 12 O'CLOCK NOON

At Their SALES ROOM,
DUDELL STREET.

(For Account of the Concerned)

75 BALES THIN PRINTING PAPER

252 BALES NEWS PRINTING PAPER

TERMS—As Customary.

LAMMERT BROS.,
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At 12 O'CLOCK NOON

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Two Simplex Projectors, Type "K"
Two Dalmeyer Lenses, 4 1/2" Series XIV
One Hertner Transverter, Type MA 60/120 Amps, Complete with Control Panel and 2 Ballast Resistors
Two Sterling "High Intensity" Arc Lamps
One Transverter Starting Switch
One Dimmer Switch, 2 Phase
One RCA Sound Reproducing Equipment, Type "D" Special, Comprising:
One Amplifier Rack Type
One Voltage Amplifier
Two Power Amplifiers
Two Sound Heads
One Monitor Loudspeaker
Two Non-synchronous Turntables
Two Motors
One Rectifier Unit
One Spare Parts Cabinet
One Transformer 3-phase 350-220 Volts
One Transformer Single Phase 200-180 Volts
Four Stage Speakers
Four Baffles (6 feet)

TERMS—As Customary.

LAMMERT BROS.,
AUCTIONEERS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell BY

PUBLIC AUCTION

ON

FRIDAY, AUG. 2, 1935

COMMENCING AT 3 P.M.

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Edited By T'ANG LEANG-LI

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IV—Educational Reform.
V—Athletic Progress.
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WALTER CATLETT

As A Dickens Villain

In an entirely unexpected and unusual bit of casting, Walter Catlett, comedian, will become a screen villain in A Tale of Two Cities. He will play John Barsad, a heartless rascal, in Metro-Goldwyn-Mayer's film version of Charles Dickens' spectacular novel.

In many respects the selection of Catlett for this role parallels David O. Selznick's daring choice of Roland Young, also a comedian, to create the role of Uriah Heep in David Copperfield. So successful was Young in this transition of characterization that he has renounced comedy roles and intends to devote himself to tragedy.

Catlett's type of comedy, however, is even "broader" than that of Roland Young. He is known as one of the wits of Broadway and Hollywood. He has appeared on the stage in scores of comedy characterizations, and has established himself on the screen as a funny man.

In A Tale of Two Cities he will have little opportunity to play this sort of character, for the role of Barsad is that of a cowardly trickster who moves like a ghou through the French Revolution.

Ronald Colman, creating the immortal role of Sydney Carton, is to be starred in A Tale of Two Cities at the head of a cast that includes 112 speaking parts. Jack Conway will direct under David O. Selznick's production supervision.

TOPICAL CRAZE PICTURE

The great craze of the moment in America is the "prosopopoeia chain-letter" pastime.

Paramount is contemplating a new picture entitled "Chain Letter," with possibly Gail Patrick, Fred MacMurray and Baby LeRoy in the cast.

Through this craze, incidentally, incoming mail at the Paramount studios has more than trebled in the last fortnight.

William Powell's Trade-Mark

"An actor is simply a man with a trade-mark that sells his particular bill of goods—and he's a success as long as his goods live up to the public's idea of the trade-mark."

So declares William Powell. The great actor, now starring in Masquerade, which introduces Louise Rainer, Viennese stage star, to the screen, believes that the principal reason players outlive their popularity is that they "remember their art and forget the trade-mark."

"The public," he says, "forms a very definite conception of the character of a star. This leads to a desire to see the star only in roles that fit in with this conception. The moment the star goes aside from this idea, he or she is in danger of losing popularity."

That's one of the reasons Powell is a great "mixer." He likes crowds. He likes to be with people, and to know their likes and dislikes.

Thus he strives to find out what people think about him, and in this he gets a definite idea of what his particular "trade-mark" means to them.

"I keep trying to know what the trade-mark means, and to live up to it," he declares.

In his latest role he plays a debonaire artist, lionized by society, and with the reputation of a Leonardo.

FILM REVEALS ROMANCE

A romantic story lies behind the making of Paramount's "People Will Talk," the Charlie Ruggles-Mary Boland comedy film running in London.

An important part is taken by Dean Jagger—a young man who has waited long for a film "break." Some time ago Jagger became engaged, but he and his fiancée agreed to wait until he had made good in Hollywood.

The young man was given a chance in Paramount's "Car 99," and felt that his appearance in that film had fulfilled the condition. So Paramount held up production on "People Will Talk" for four days so that the young couple could get married at last.

SOMETHING DIFFERENT

"I think the character is a good one for me," he says, "because, while it's different from anything I've done, it shows a fellow with a sense of humour. I believe that this, in my particular case, is what the public expects. I don't mean a comedian—though my roles tend to comedy—rather a fellow who can see and if necessary take a joke. Some characters played by comedians are laughed at—others laughed with. I like roles where the audience laughs with me, because I think that's what they want in my case. The Thin Man and quite a few other films have proved it, I think."

"An actor has to play different characters in different stories; naturally, but his characters can still have a common characteristic. When this is understood by the player, he is much safer in his success."

The new picture, being directed by Robert Z. Leonard, is a comedy romance laid in Vienna, and deals with the hero's troubles when he really falls in love, and ghosts of his past flirtations rise to menace him. The supporting cast includes Virginia Bruce, Mady Christians, Frank Morgan, Reginald Owen, Laura Hope Crews and Henry Travers. Bernard Hyman is the producer.

BONNIE SCOTLAND

The Hal Roach studios announce the large group of featured players ever assembled for a picture on that lot. Final roll call on Bonnie Scotland, which is now under way, as a Laurel and Hardy Metro-Goldwyn-Mayer feature release, reveals such names as David Torrence, Lionel Belmore, Margaret Mann, Claude King, Brandon Hurst, Daphne Pollard, Phyllis Barry, Gilbert Emery, James Finlayson, William Janney and June Lang.

"People Will Talk" is one of those delightful, vivacious comedies of married life for which Paramount is famous.

Behind The Screen In Hollywood

"If you want anything done, go to a busy man"—that's a business precept which seems to fit Eddie Cantor like a coat of sun-burn. Eddie is one of the most energetic and active men in Hollywood, or for that matter, in all of the U. S. A.

The star of "Roman Scandals" and "Kid Millions" is now starting camera work on his next production for Samuel Goldwyn, a film tentatively entitled "Dreamland"—and at the same time the announcement comes that he is soon to become the author of another book. It is a text book on radio advertising, for use at a number of United States colleges where radio courses are part of the curriculum, at advertising agencies and at broadcasting companies.

Cantor recently organized a firm known as "Eddie Cantor, Inc.—Radio Consultant," with offices in New York, London, Chicago and Hollywood. The service contributed by the new firm is periodic advice as to the manner in which various products may be sold through radio advertising. The text book he is completing will be the first of its kind.

It is probable that both the book and his new film for Goldwyn, which is to be released through United Artists, will be presented to the public simultaneously.

LESLIE HOWARD

Here are some interesting facts about Leslie Howard, one of the favourites of Hollywood:

His real name is Leslie Stalmer. He would rather play polo than eat, but if he has to eat, he prefers English roast beef washed down with stout. Acting is really his hobby. He says he likes it too well for it to be an occupation. He has been doing it since he came back from the war. He was an officer during the world conflict. He saved his uniform, saying that it would come in handy again some day. He wore it as a British officer in a Broadway play and later in a film.

He is a writer and director as well as an actor. If he can't find a play to suit him, he writes one. He isn't particular about his clothes. His wife sees to it that he matches shirts and ties with the suits he wears.

He is his own severest critic. His wife is his best friend. His daughter is the playmate.

When he gets tired he rests by playing polo for three hours. He

likes chumney, blackberry jam, Dundee marmalade, beef tea cubes and cigarettes. He very often "smokes his breakfast," especially when he's nervous. He reads everything with an eye to its film or stage production value. He has a secret yearning to do a mystery or adventure story. He never misses trains, but he usually has to jump on as they pull out. He can't stand barber shaves. He uses a famous make of lavender in his soaps, which are made in England. He doesn't collect anything but matchboxes.

He has a hidden desire to sing in concert, although he hasn't a good singing voice. He sings when he is alone. Singing gives him a feeling of exaltation like smacking the willow ball through the goal posts on the polo field.

His favourite movie role is that of Sir Percival Blakeney in "The Scarlet Pimpernel," the London Film Production in which he is starred with Merle Oberon. He likes to shuttle back and forth between London, New York and Hollywood. "The Scarlet Pimpernel" is an example of this. He made the picture at the Elstree studios in London after a year spent in Hollywood. As soon as the filming of "The Scarlet Pimpernel" was completed, he went to New York for a season in a Broadway stage play.

"LET 'EM HAVE IT"

One of the important features at the convention of the International Identification Association held at Stockton, near Hollywood, recently, was a special screening of the Reliance production, "Let 'Em Have It," the film depicting the work of the Federal law forces.

Law enforcement chiefs from many cities in the United States, Canada and Mexico attended the showing and evinced special interest in the scenes which revealed the use of the latest scientific discoveries in the detection of crime. The Identification Association is notable chiefly for its efforts in persuading the public to submit voluntarily to finger-printing as an aid to police work. Thousands of persons have already responded to the association's request for collaboration with police in maintaining public identification records.

Richard Arlen, Virginia Bruce, Alice Brady and Bruce Cabot were the leading roles in "Let 'Em Have It," which is released through United Artists.



Merle Oberon and Leslie Howard in "The Scarlet Pimpernel," a London film, released through United Artists.

JEAN PARKER

Signs Two Contracts

Jean Parker dipped her pen and signed her name twice.

One signature gave her a long-term contract with Metro-Goldwyn-Mayer, and the other made the actress a business woman.

Her second contract is an agreement that she will supply the Beverly Hills Bric-A-Brac Shoppe with a minimum of eight drawings a month.

The actress has always had a talent for painting and sketching. She planned to make it her life's work before she stepped

from a rose-float in a Pasadena Parade two and a half years ago into pictures.

When she was twelve, and her family suffered financial reverses, Jean proved that her artistic talents were lucrative by making and selling small paintings and drawings.

Last Christmas, she made larger paintings as gifts for her friends. She had them framed in a shop in Hollywood and the owner was so enthusiastic over their originality that he suggested a business agreement. Miss Parker to furnish the pictures and he to frame and sell them.

When Miss Parker's art studio in her new home was completed, she agreed and on the same day she signed the new long-term contract with M-G-M.

GRETA GARBO TO-DAY'S RADIO PROGRAMME

"Freddie's" Best Playmate

Broadcast by Z.B.W. on 355 Metres

The best playmate, Freddie Bartholomew ever had is none other than the elusive Garbo!

Garbo regarded the world over for her shyness and solitude, unravelled the human side of her rare personality between scenes during the filming of Metro-Goldwyn-Mayer's Anna Karenina.

"She is a lovely woman," said Freddie, "and she's so beautiful. Before I actually met her, I was very nervous about playing her small son in the picture."

"On the first day," before Miss Garbo arrived, on the stage I told my aunt Cissy that I didn't know how I would act in the first scene. It was a scene in which Miss Garbo was to hug me and kiss me.

"I'm a little afraid I might get a little sentimental," I told my aunt, but what Freddie really meant was "temperamental," for he often gets his big words mixed up.

"Well, sir, when Miss Garbo did arrive on the stage it wasn't so bad; after all, Mr. Rathbone—he was my 'brutal' step-father in David Copperfield, if you remember—introduced me."

"I told Miss Garbo how delighted I was for the opportunity to play her little boy and she told me she had heard very much about me and she knew we were going to be the best of friends."

EXCELLENT PLAYMATE

"Truly, I found her to be a very lovely friend. Between our scenes she would always talk to me and laugh and joke, and I found that she is very happy in her new picture."

"She really told me she was happier while working in Anna Karenina than she had ever been before in any of her pictures."

Miss Garbo also proved to be a very fine playmate. In several of our scenes, you know, we are in my nursery with a world of toys. When the cameras were not turning, Miss Garbo would play toy soldiers with me, and find far away places on the globe of the world and shoot off pop-guns and the like.

"Yes, indeed, Miss Garbo would make an excellent playmate for any small boy. You wouldn't believe it unless you saw it, but while we were working together in the picture, she played croquet and tossed a medicine ball and actually kicked my ball for a soccer goal one day."

HOLLYWOOD-IN-WONDERLAND

Hollywood is one of the maddest places in the world, as far as queer jobs are concerned, for there are men in this city who spend their time training cats, painting bloodstains and weighing chorus girls. There's a man who does nothing but make imitation lamp-posts, and another who tours the countryside looking for picturesque clouds.

The cat expert at Paramount is Roy Krueger. He is working on "The Big Broadcast Of 1935," and he can teach the felines to carry goldfish from bowl to bowl without attempting to eat them.

John Piccoli is working on Paramount's "The Crusades." He spends his Hollywood life sounding the Muezzin call to the faithful in all pictures that have a Mohammedan background.

Then there is Winifred McPhee, a Scotch girl, who makes actual models of Mae West, Claudette Colbert, Mary Ellis, Sylvia Sydney, Mary Boland, Carole Lombard and others. Clothes are made on the models, relieving the stars of many fittings.

Mrs. Grace Yearsley collects groans, yelps, laughs, growls and squawks. Almost every sound imaginable is recorded on film and placed in her files, ready for instant use. She has thousands of them.

The bloodstain expert is, of course, Wally Westmore, the make-up chief, who went to Hollywood from Tunbridge Wells. With a gunny, crimson liquid and a brush he can produce bloodstains to baffle a detective. And in a few minutes he can create scars, cauliflower ears and flat noses.

12.30 to 2.15 p.m.—European programme.

12.30 p.m.—Recorded music.

1 p.m.—Local time and weather report.

1.15 p.m.—Hong Kong Hotel Orchestra.

1.30 p.m.—Reuter Press Bulletins.

Rugby Press news, etc.

2.15 p.m.—Close down.

4 to 7 p.m.—Chinese programme.

6 to 8.15 p.m.—Children's Studio Concert.

7 to 11 p.m.—European programme.

7 to 7.30 p.m.—

Orchestral Music

Carneval Overture (Dvorak, Op. 92).

Ave Maria (Meditation) (Bach—Gounod).

Ave Maria (Schubert).

Pomp and Circumstance March (No. 4 in G) (Elgar).

Tschalkovsky in Vienna (arr. Walter).

7.30 to 7.43 p.m.—

A Recital by Alfred Piccaver (Tenor)

1. Beauty's Eyes (Tosti).

2. Love sends a little Gift of Roses (Openshaw).

3. Thank God for a Garden (Del Rigo).

4. Roses of Picardy (Haydn Wood).

7.43 to 8 p.m.—

The J. H. Squire Celeste Octet Operatic

Melodies (arr. J. H. Squire).

Putting the Clock Back (Famous Folk Songs of Britain) (arr. J. H. Squire).

8 p.m.—Local time and weather report.

8.03 to 8.20 p.m.—

From the Studio

A Violin Recital by Miss Prue Lewis accompanied by Nura Kanis

PROGRAMME

1. 2nd Hungarian Dance—Brahms.

2. Hymn to the Sun—Rimsky-Korsakov.

3. English Dance—Dale.

4. Breath O' June—McEwen.

5. Londonderry Air—arr. O'Connor.

8.20 to 8.30 p.m.—Song Carnival of 1932 Stars.

8.30 to 9 p.m.—

Variety

Piano Solo—Judy—Carroll Gibbons.

Songs—Blue Moon.

You and the night and the Music—Leslie Hutchinson.

Instrumental—Tunes with Pep—The Bugle Call Raggers.

Song—Love's Last word is spoken—Gracie Fields (Comedienne).

Piano Solos—Jill Darling—Selection.

If I Love again—Patricia Rossborough.

Orchestra—Silly Symphonies (arr. Munro).

9 to 9.15 p.m.—

A Relay from Daventry

Daventry News Bulletin (Copyright by Reuter).

9.15 to 9.30 p.m.—

Musical Comedy

Vocal Gems—Bitter Sweet (Coward).

Selection—One Hour with you Medley.

9.30 to 10 p.m.—

From the Studio

Selections by "The Music Makers."

10 p.m.—Reuter Press Bulletins

10.05 to 11 p.m.—Dance music.

11 p.m.—Close down.

BERLIN PROGRAMME

9 p.m., DJJ, DJB Announcement (German-English)

German Folk Song Programme. Forecast (German-English)

9.15 p.m., Short Musical Program—me

9.30 p.m., Topical Talk

9.45 p.m., News in English on DJJ and in Dutch on DJB

10 p.m., Hitler Youth Programme.

Inauguration of the "Hitler Youth" "Deutschland" Camp

11.15 p.m., German Marches

11.30 p.m., News in German on DJJ and DJB

11.30 p.m., Current Events

11.40 p.m., Variety Programme with Soloists

12.15 a.m., News in English on DJJ and in Dutch on DJB

12.30 a.m., Close down DJJ, DJB (German-English)

Difficult

An old Scot was smoking in the waiting room of a railway station.

A porter said to him:

"Don't you see that notice on the wall—No Smoking Allowed?"

"Yes, I do," said the Scot. "But how can I keep all your rules?"

There's another one on the wall—Wear Spirella Corsets."

CINEMA TRADE NOTICES

WE LIVE AGAIN

Anna Sten is a serious girl, but she laughs a lot, as serious people do. To her, the novelty of Hollywood has worn off. She is a home.

The blonde young star from Soviet Russia lives in a many-windowed, state-gray house in Santa Monica Canyon. Richard J. Neutra, brilliant Austrian architect, felt a challenge to make Anna Sten's home as different from the average Hollywood star.

"We Live Again," adapted from Tolstoy's "Resurrection," was occupying her waking hours, and it probably worked its way into her dreams as well. For temperamentally, emotionally, spiritually, it demanded much of her. Slavic by birth it is, packed with memories of the violence and bloodshed that the prophetic Tolstoy envisioned in this great novel.

The extremes of youth, innocence, gaiety and laughter, decadence, poverty, misery and anguish of soul, on to the joy and exaltation spanned in the ten or twelve years of Katusha's life the story covers, is not a contrast of make-up and costume, but one of mood, spirit, soul.

Her role will be a memorable one to Anna Sten. A good part becomes a friend, she says. It is hard to say farewell to it.

BLIND DATE

"Blind Date" the Columbia production having its initial screenings to-day at the Queen's Theatre is an exhilarating romantic comedy with Ann Sothern and Neil Hamilton in the leading parts.

The film reveals the serio-comic consequences of a "blind date" between a romantic little switch-board operator and the wealthy son of a department store magnate. Also involved in the affair is Paul Kelly, seen as the industrious beau of Ann Sothern, who gets the well-known "air" before matters reach an amicable settlement.

Roy William Neill is the director.

MARLENE DIETRICH'S NEXT

Frank Borzage, famous director, is to make Marlene Dietrich's next picture, "The Pearl Necklace," by special request of the Paramount star, herself.

Miss Dietrich, whose latest Paramount film is "The Devil Is A Woman," will probably have with her once again, her friend and screen colleague, Alison Skipworth, the English actress.

The story of "The Pearl Necklace" is a modern, romantic drama by an anonymous author.

MILK & HONEY
AIR-CONDITIONED THEATRE

LAST TWO DAYS at 2.30, 5.10, 7.15 & 9.30 P.M.

OFFERED HER MILLIONS!

Carl Laemmle presents
MARGARET SULLIVAN
HERBERT MARSHALL
in Ferenc Molnar's Masterpiece
"THE GOOD FAIRY"

with
FRANK MORGAN
A UNIVERSAL PICTURE

FRIDAY
ANNA STEN
FREDRIC MARCH in "WE LIVE AGAIN"

QUEEN'S THEATRE

TO-DAY at 2.30, 5.10, 7.20 & 9.30 P.M.

Blind Date



Elizabeth Bergner in "Escape Me Never," a Herbert Wilcox Production, released through United Artists.

H.M.S. BOUNTY

Cruise In The Pacific

H.M.S. Bounty, pointed her haughty prow into the Pacific again, taking along one of the largest companies to leave Hollywood on a sea location.

The expedition will remain away from the mainland for a period of three weeks, with operations headquarters established at the Catalina Islands.

The cruise is being taken to film the spectacular mutiny scenes of Irving Thalberg's production of "Mutiny On The Bounty" for Metro-Goldwyn-Mayer.

The first contingent included almost two hundred players, technicians, sound and camera crews, headed by Director Frank Lloyd. The stars and featured players who will virtually live abroad the little 100-foot H.M.S. Bounty during the location period include Clark Gable, Charles Laughton, Franchot Tone, Dudley Digges, Donald Crisp, Eddie Quillan and thirty-nine other featured players who comprise the officers and crew of the famous "hell-ship."

In addition, the M-G-M fleet includes a second ancient sailing vessel, the Pandora, with complete crew, two tugs and several water taxis.

SEA SEQUENCES

During the location period, the entire isthmus will be taken over by the M-G-M company, players and technicians living in a tent city and the stars and executives established in the historic Banning home overlooking the isthmus.

The first week will be devoted to the open sea sequences, in which the Bounty figures and which will be filmed many miles to the westward to Catalina.

During the second week, a second contingent of nearly two hundred will join the first company for South Sea sequences, to be staged in six villages that are being constructed in various coves of the islands.

Following the long location jaunt, the entire company will return to M-G-M for interior scenes.

Hollywood Gossip

Jean Arthur is now wearing bangs..... Ann Sothern dons a stunning deep pink dressing gown between scenes of "The Girl Friend".....

Jack Haley has the role of Napoleon in a musical comedy sequence in "The Girl Friend" Eleven Loyola football players are now richer by autographs of Florio's unknown Seymour Felix and Mary Carlisle.

Lambert Hillyer played nine years of football without cracking a rib. Andy Clyde is busy building a crib for John Allen Clyde, his off-spring..... Robert Allen has lost seven pounds since moving to the beach. Sunshine and exercise did the work.

Claudette Colbert is mighty glad to be making another picture at Columbia. Maybe she'll con the Academy Award prize again next year which'll be a record. Nobody has ever won it twice.

Florence Rice won't say whether there's any romantic interest between herself and Michael Bartlett. They flew to New York in the same plane, you know..... Ruth Chatterton's new plane is a Stinson-Detroler, a four passenger cabin job. It's painted red.

Columbia's Three Stooges are still in the East. Exact whereabouts unknown..... Seymour Felix is staging the dance routines for Columbia's "The Girl Friend".....

Walter Connolly, due in Hollywood soon, was once a bank clerk..... Bob Allen has over 200 hours as an air pilot to his credit. He once sold airplanes..... Arthur Hohl started life as a civil engineer in Northern California..... Douglas Dumbrille was a salesman in Canada.....

Victor Kilian is an accomplished archer..... Robert Middlemass has sold another one-act play "The Immortal Jewel"..... George Murphy popped as a real estate salesman.....

Marian Marsh was chased by an alligator while she was a 4-year old child in Trinidad..... Boris Karloff was once typed on the stage as a French-Canadian.....

and will again head out to sea near the close of the picture for another week at Catalina.

CABINET OF SIX MEN

And Prosperity Loan

(Special Air Mail Service)

London, July 18.
Startling suggestions for the reconstruction not only of industry and finance in Great Britain, but also for the actual government of the country, are contained in the programme of Mr. Lloyd George's "New Deal," which he released for publication last night.

In a foreword he recalls that he placed the proposals before the Cabinet on March 14 last in response to an invitation from Mr. Ramsay MacDonald, then Prime Minister.

"As yet," he says, "I have received no official reply from the Government as to the view it takes of this programme. But, having regard to the urgent request from many quarters, representative of widely differing political and social interests, I feel that its publication can be no longer delayed."

NATIONAL DEVELOPMENT

The main features of the programme are—
A Prosperity Loan of £250,000,000 to finance productive public works, especially during the next two years.

A National Development Board to act as a permanent authority in resources, planning economic progress and considering definite plans of action.

Financial assistance for development of overseas markets.
Cabinet to consist of a Prime Minister and four or five Ministers without departmental duties (The Chancellor of the Exchequer, he remarks, would obviously have to be a member.)

Bank of England to be placed under the control of a Board representing the financial, industrial and commercial interests of the nation.

HOUSING

Central Planning Board to be created with regional system for urban housing.

Two million additional dwellings to be provided within the next few years.

Big projects to be put in hand, such as Charing Cross Bridge, Everton tunnel at Liverpool, the Tyne Tunnel, and the Severn Bridge.

Development of railway electrification and improvement of rolling stock.

An Iron and Steel Board to control the industry and plan its policy.

Reconstruction of shipping industry.

Southward tendency of new industries to

Controlling authority for cotton industry be checked.

An additional 500,000 to be settled on the land, either on family farms, market gardens, or poultry runs.

Pensions at sixty with retirement from paid employment.

EASY TO RAISE AT ONCE

Mr. Lloyd George contends that there would be no difficulty in raising a £250,000,000 "Prosperity Loan."

"We are advised," he says, "that this could be done without seriously disturbing the present cheapness of money. Such a loan could be raised at 3 per cent, or with interest, sinking fund, for sixty years and cost of issue, it would involve an annual charge of about 24 per cent—say £2,750,000 a year."

The new regulations for the expenditure of the Public Assistance

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"The Good Fairy"
QUEEN'S:—
"Blind Date"
ORIENTAL:—
"Corsair"

Kowloon

MAJESTIC:—
"The Whole Town's Talking"

Coming

KING'S:—
"We Live Again"
QUEEN'S:—
"The Flame Within"
ORIENTAL:—
"Charlie Chan in Paris"
"The West Point"

GRIM FIGHT

For Chinese Dynasty Screen

(Special Air Mail Service)

London, July 18.
A woman told at Hitchin Police Court to-day of her struggle with a man for the possession of a 500-years-old Chinese Dynasty screen.

Lawyer William Tasker, a tutor of undergraduates, was charged with larceny of the screen and 20 books, the property of Mrs. Davis Garrett Bell, of Lytton Manor, Knebworth.

Mrs. Bell said that she advertised for people of means to help her with the expenses of her house. She had several replies including one from Tasker, who eventually went to live with her.

On Saturday last she was in her kitchen and turned round and found Tasker standing behind her. She was alone in the house and she asked him what he wanted.

Mrs. Bell continued: "We went into the lounge and he seized my screen. I burst into tears and asked him not to take it, as it was already broken."

"He said that he was leaving for the Continent that night and that he wanted some books to read. He then went to a bookcase and helped himself to about 20 books."

"I rushed to phone for the police, but he knocked my hand away. Then he went into the bathroom and I chased him, and was successful in locking him in."

Tasker was remanded in custody until Thursday. Bell was released.

MASONIC BENEVOLENCE

Amounts Acknowledged At Festivals

(Special Air Mail Service)

London, July 18.
The amounts acknowledged this year at the festivals of the Royal Masonic Institution for Girls, the Royal Masonic Institution for Boys, and the Royal Masonic Benevolent Institution have been £108,033, £128,200, and £102,272 respectively—a total of £338,505. In addition, the recent festival of the Mark Benevolent Fund, with Mr. Harry Richardson, Provincial Grand Master for Staffordshire and Shropshire, as president, produced £38,807. As the subscriptions always exceed the amount acknowledged at the festivals, the contribution of Masons to their charities may be taken as at least £350,000, or about £1 a head of the estimated number of Masons in England.

Further, the Royal Masonic Hospital, which is now planning a hostel for nurses at Ravenscourt Park, receives many contributions for its upkeep, and large sums are annually spent by Lodges on grants to members or to their widows and dependents.

The Board of Benevolence, a committee of Grand Lodge, of which Sir Kynaston Studd is president, also makes grants at its monthly meetings to approved petitioners, the amount of which averages not less than £40,000 a year. The total disbursed for benevolent and educational purposes by the Masonic craft in England thus amounts to some £400,000.

Board on maintaining the unemployed, are estimated to cost the nation an increased annual payment of not much less than that.

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FORGOTTEN SPEECHES

(Special Air Mail Service)

London, July 18.
Lord Derby's memory served him very badly when he told the House of Lords that his speech during the India debate on Tuesday night was his first for 12 years.

He has, in fact, spoken six times in the House of Lords in that period. The speeches range from 1927 to 1933:

May, 1927.—Betting Bill.
May, 1928.—Cotton Industry Bill, of which he moved the second reading.

July, 1928.—Racecourse Betting Control Bill.
July, 1930.—Motion on rating of playing fields.

July, 1933.—Cotton Industry Bill, of which he moved the second reading.

The latest of these speeches was in November, 1933, on the Road and Rail Traffic Bill.

TO BE SEEN AND HEARD

City members since Mr. Balfour and Sir Frederick Banbury have not taken a very active part in the debates of the House.

It looks, however, as if Sir Alan Anderson, who has spoken within a fortnight of his entering the House, has no intention of remaining silent where currency and financial matters are concerned.

His quiet conversational tone is admirably suited to expounding these somewhat technical subjects.

His speech on Monday brought him a note from Mr. Baldwin, congratulations from Capt. Margesson and Cmdr. Southby on behalf of the Whips, from Sir Arthur Michael Samuel, a former Financial Secretary to the Treasury, and from a score of other M.P.s.

In financial matters, as becomes a director of the Bank of England, he is a believer in orthodoxy. "Unlucky trader of an inflating country," he once exclaimed. "He tastes the heady wine of inflation, and for a season fancies he has the touch of gold.... Then—his restful dreams are shattered."

CLAN CHIEF IN TIE TUSSELE

(Special Air Mail Service)

London, July 18.
A lively discussion took place yesterday at a meeting of the Kilt Society of Inverness on the question whether a white or a black tie should be worn with dinner dress.

Mackintosh of Mackintosh, chief of the Clan Chattan, took exception to the guide for wearing the kilt issued by the society recommending a white tie. He maintained this was not correct, and that a black tie should be worn.

A letter was read from Major Macrae, Forliff, stating that the white tie was correct, and he always wore it. Mackintosh said they could not all be Macraes. If anyone saw Macraes wearing the dress, they were in the old days there would be a set-to on the spot.

Mr. David Ross, secretary, said the book had been circulated throughout the world, and this objection should have been taken earlier. They could not now go back on it. Mackintosh said that was the case, he would leave the matter at once. He would not connive at the recommendation in the guide.

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GOOD FAIRY

At The King's

Hong Kong movie fans can be assured of a very fine entertainment at the King's Theatre where Good Fairy is the current attraction. The locale of the story is Budapest, in Hungary, and one is given a very good impression of a typical Central European city, with its busy traffic and bustling crowds. Another sequence of interest is the inevitable beer garden.

The acting is all that could be desired with Margaret Sullivan, with her charming voice and Herbert Marshall in the principal roles. Frank Morgan heads the supporting cast and is assisted by Reginald Owen, Beulah Bondi, Alan Hale, and June Clayworth.—N.A.E.

PRINCESSES VISIT

(Special Air Mail Service)

London, July 18.
Two excited little visitors to the London Zoo yesterday were Princess Elizabeth and Princess Margaret Rose.

They arrived just like the scores of other boys and girls who were there—no fuss or formal welcome was made, and the Princesses ran about from one cage to another with little cries of delight as they introduced themselves to some queer animal friends.

They arrived with their nurses very early—at 9.30 a.m.—and did not get home till lunchtime. Both wore pretty rose-coloured frocks.

They nursed the baby alligator, talked to Jubilee, the baby chimpanzee, who is just learning to clean her newly cut teeth with a toothbrush; heard the lions roar and watched operations at "feeding time," and laughed at the antics of the penguins.



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CABLES "SWINSON"

TRANSPORTATION AND ITS TANGLE

**Capt. Walker Addresses The
Rotary Club**

There was a large gathering present at the Rotary Club Tiffin held in the Roof Garden of the Hong Kong Hotel, yesterday, when Capt. Walker, Manager of the Kowloon-Canton Railway (British Sections) gave a very illuminating talk on "Transportation."

The speaker traced the birth of transportation right from the earliest time, up to the present—with competitive methods of transportation by water, rail, road and air contributing a great deal to the tangle that existed to-day. A systematic method of dealing with this problem, with a solution to the general benefit of the community as a whole, was greatly in need and until such a solution could be arranged, the general tangle could not be unravelled.

In calling upon Mr. Walker to address the gathering, the President, Professor Foster, said that he would inform all present that Capt. Walker had agreed to this course at very short notice, as another speaker was to have addressed the gathering, but had unavoidably been compelled to leave the Colony.

CAPT. WALKER'S SPEECH

Addressing the gathering Capt. Walker said:—

"Mr. President, Fellow Rotarians: I have always cherished a theory that Rotary owed its birth to a genius who started a small dinner club composed of members of the leading professions. Each profession was allowed to contribute one member to the club whose duty it was to give periodically a talk on his profession and at the same time to pay for the dinner. As this dubious privilege passed by rotation, each member learned something about the other fellow's job and difficulties and a spirit of understanding and mutual goodwill was established."

In support of this theory, I would draw attention to the fact that the original membership of Rotary was limited to one member only of each profession. Surely this was done to prevent argument and boredom. After all, hell hath no fury like a conferee's yawn."

Well, gentlemen, I intend to-day to support these contentions by taking my courage in both hands and talking to you on the subject of my main classification, "Transportation," featuring as they say in movie parlance, my minor classification "Railway Transport."

Transportation to-day is in a tangle due to the glut of conveyances caused by the combined effects of scientific progress and the present economic malaise.

All transportation concerns are factories producing ton-miles. Some factories can produce and therefore sell transportation cheaper than others: some factories can sell more attractive goods and therefore demand and receive a higher price. The extent of the sale must depend upon what the community, as a whole, is prepared to pay for the service.

OVER-PROVISION

The whole transportation tangle of to-day is largely a matter of uneconomic over-provision of facilities which are allowed to operate in an unrestricted and unregulated manner. Professor G. Lloyd Wilson in his recent book, "The Transportation Crisis," epitomises the matter. He says:—"Intense competition of an unwise nature due principally to the establishment of transportation facilities of various kinds in excess of the number actually needed to meet the requirements of commerce, has impoverished many transportation concerns of all kinds.... A failure to co-ordinate existing transportation facilities into a National integrated system has resulted in economic waste."

Many countries have introduced legislation to restrict and co-ordinate transport. In some cases the issue of a transportation licence is conditional on the carrier being able to prove to the satisfaction of the authorities that it will benefit the public by providing facilities which are measurably superior to those existing. Science has contributed its share to the tangle by inventions which enable traffic to be moved at greatly reduced costs.

INCREASED COMPETITION

The transportation problem is how to move persons and property from one point to another with the greatest despatch and at the least cost. This is an applied engineering problem, and all transportation concerns are faced with the problem of either modernising their equipment or of being driven out of business by competitors who avail themselves of the resources placed at their disposal by modern science.

Owing to increased competition from other mediums, Railways throughout the world are being rationalised and placed on a scientific basis with constant progress towards improved methods and practices, the ultimate object

being to reduce costs through increased efficiency in operation.

At this juncture, it is proposed to trace as briefly as possible, the development of transportation.

From the beginning of history, means of transport were necessary either for the movement of nomadic peoples to new hunting-grounds or for the exchange of goods between settled tribes and their neighbours. For this reason the growth of early civilisations from local settlements invariably took place upon the banks of the larger rivers which furnished easy communication with the outside world. Water-borne transport for longer distances supplemented by human and animal portage for the short, was usual in early times.

Man became more daring and his simple river craft reached the open sea; he consequently enlarged his boats and began coasting between the communities living along its shores. On land, pack animals were harnessed to sleds and later to rough wheeled carts which enabled greater loads to be drawn than could be carried on the back. Important caravan routes gradually developed between centres of population, often long distances apart.

**OUR ROUND THE COURTS
FEATURE APPEARS
ON PAGE 11**

ROAD BUILDING

The Romans systemised the principles of caravan routes by scientific road building and they laid down a vast network of roads for military purposes. With the exception of this huge experiment in land communication which flourished between 100 B.C. and A.D. 200, transport remained in the primitive, and caravan state, concerned solely with the conveyance of luxuries right down to the 18th century.

By the 18th century, countries were developing, which not being self-supporting in the old sense, had to import certain commodities essential to their life and export others to pay for them. Important new trade routes were in consequence developed. By the year 1800, industrialisation had proceeded so far that sea transport no longer dealt in luxuries but in the necessities of life. In 1819 the first steamship crossed the Atlantic and in 1825 the first steam railway between Stockton and Darlington in England was opened.

Railways rapidly developed until 1914 there were over 3/4 of a million miles of railway in the world.

The invention of a light weight internal combustion engine by Daimler in 1880 and the subsequent manufacture of the motor car introduced a further development in the history of transport. The motor car brought a new lease of life to road transport for it enabled passengers and goods to be conveyed from door to door.

THE FIRST FLIGHT

The first successful experiment in mechanical flight took place in 1908 and the World War brought about a rapid development of air transport for military purposes, both in heavier than air craft and in lighter than air craft. Since 1918 the experience gained has been applied to civil and commercial aviation, and air services capable of carrying comparatively small amounts of luxury traffic have been opened up between important centres.

The four main transportation mediums are therefore, waterways, railways, roadways and airways. Each has its particular advantages and disadvantages, and the main problem confronting governments at the present

time is how to co-ordinate these mediums to secure the maximum advantages to the community as a whole.

Money must be expended to construct and operate a machine capable of performing useful carrying work, and the cost of movement depends primarily on the horsepower required to move one ton or one passenger from place to place. Waterways and Railways from this view point must be considered the main lines of communication. Both need machines of very low horsepower to secure the movement of large amounts of traffic.

SOME COMPARISONS

It takes about 1 horsepower to move 1 ton of goods on a railway, while the same weight requires 20 horsepower on a motor vehicle and 192 horsepower on an aeroplane. It is not generally known that with power units of equal thermal efficiency, one ton can be hauled by coal on rails at one-fortieth of the cost of hauling one ton on the roads by petrol and, even allowing for the high weight of rolling stock and the low mechanical efficiency of the average locomotive, the fuel costs per passenger or ton-mile on the road are at least 8 times as high as that on the railway. Due to this factor road transport cannot compete economically with railways over short or long distances with low rated traffic. Road transport, however, can and does skim the cream from the milk and caring not a jot for the community as a whole, takes to the railway its high priced traffic.

To counteract this, railways are forced to increase their rates for commodities which can ill afford to pay more and, in consequence, the public suffer as a whole. Take for example, two commodities such as coal and gold. It costs the haulier precisely the same to convey one ton of either. Gold however is extremely valuable and can afford to pay far more in conveyance charges than coal. The benefit of this higher charge is passed on to the collieries by the railway and the coal is carried at a very favourable rate. This stimulates industry and benefits the community. If a lorry comes along and carries the gold at a lower rate than that quoted by the railway, then the latter must make up its loss by increasing its charges for coal. The result is a vicious uneconomic circle, with the taxpayer bearing the loss. For this reason the National Economic Council of the Chinese Government laid down the following principle to the Road Bureau:—

"Waterways and Railways are to be considered the main lines of communication and roads are to be built as feeders to these systems to supplement and connect them but not to duplicate them."

Railways are a national necessity, being indispensable as a means of transport. It is therefore to the public interest that they should be able to function in full efficiency.

GREAT ADVANTAGE

Railways have, and always will follow the principle of charging what the traffic will bear, or in other words what the community can afford to pay for transportation. Industrial development has taken place purely as the result of this method of charging, which can of necessity only be maintained with a monopoly. Some countries have been forced to use the Railways deliberately as an instrument of economic policy where the rate structure has been unable to be maintained in this manner.

Railways possess one great advantage over steamers and that is speed. Only the other day a steam hauled train on the London and North Eastern Railway reached 108 miles per hour and exceeded 100 miles per hour for a distance of 12 miles. Even this performance has been topped by Germany which has operated a steam hauled train of 200 tons trailing weight at 119 miles per hour between Berlin and Hamburg. Speed affects passenger traffic to a far greater extent than goods and therefore railways must remain the great passenger transportation medium where there is a choice between water and rail.

Everybody nowadays is in a hurry and regards travel as a means to an end. For this reason the Railways are playing their trump cards and are developing to the limit, their capacity for hauling passengers and goods at the fastest speed rates and the lowest money rates possible or desirable.

The tangle caused by the unrestricted movements of various transportation units along the many lines of communication is gradually but surely being unravelled. The immutable laws of

economics must prevail in the long run whether aided by legislation or not.

In the foregoing an endeavour has been made to compress in as short a space as possible various economic features of transportation, and as you can imagine the study of the various problem which present themselves is one of absorbing interest and sometimes of real concern. For example, the fixing of rates and fares to stimulate both traffic and revenue is an art and not a science; it is performed in an atmosphere of probabilities and of doubts, where nothing is very clear due to varying psychological reactions, and yet where one course must be chosen and rigidly adhered to.

It is a trend of the present day world to attempt to systematize all operations. There is a vast difference between systematization and rationalization and care should be taken not to impose on simple processes a system based on arbitrary rules. The other day a mathematician and a farmer were travelling together by train through a country district and the conversation turned on powers of observation. The mathematician stated that he was able to count the number of sheep in any field from the train window. The farmer expressed grave doubts as to the mathematician's veracity, and told him that as the train was passing in a mile a field full of sheep of which he was the owner, he would give the mathematician an opportunity of proving his powers. The field was passed at 50 miles per hour and to the amazement of the farmer the mathematician gave the correct number of 249. "How on earth do you do it?" asked the farmer. "Oh quite easy," replied the mathematician. "I work on a system." "What system?" asked the farmer. "I just count the number of legs and divide by four."

CORRECT REPORTS

All transportation headquarters must of necessity receive multitudinous reports relating to the operation of the system. A few reports are good, but unfortunately many are bad owing to the omission of relevant information and the inclusion of unimportant matters. Whilst in Malaya, I once objected to the length of the Permanent Way Inspector's reports. I told him: "Don't make them so wordy, just put down the condition of the tracks as you find it. Leave out everything that isn't absolutely to the point. I want a business report, not a novel." The Inspector replied that he grasped the idea. A few days later the line was very badly flooded and a wire was received from the Inspector as follows:—"Where the railway was the river is." (laughter).

Railways are invariably criticised by passengers who regard travel as a means to an end. Keen motorists are among the severest critics although sometimes the position is reversed. A motorist recently attempted a motor tour in the Balkans. The roads were of the most hazardous type and as he proceeded on his journey, he got angrier and angrier and described to all and sundry in no uncertain language his opinion of the road authority. At last he could stand it no longer, so he carried on by train. For the first time in his life he "Rode on the Rail and Railed at the Road."

FUND OF HUMOUR

Construction always contributes its fund of humour although the work involved in operations such as tunnelling is tedious and often heartbreaking. A railway construction engineer was locating a line in the State of Kedah, Malaya. By dint of much perseverance and considerable hard work he had succeeded in laying down a 50-mile straight which he proudly regarded as an achievement of no mean order. Unfortunately the track ran through the Sultan's Palace and the British Adviser to the State refused to pass the plans. The engineer was furious and told

everybody he met what he thought of red tape and administrative officers in general. Two months later he visited the club at Alor Star and there met the Adviser who asked him if he played poker. On replying in the affirmative, he was asked why he wanted to spoil a full house and draw a straight. Talking of tunnelling reminds me of the days of old lighting when a tunnel was regarded as a lover's paradise. A pretty girl sat in the corner of the compartment next to her young man, her little niece on her knee. The train dashed into a tunnel and suddenly the passengers heard the little girl exclaim "Kiss me too Auntie Violet." "Glady's" said Aunt Violet, "you should say, kiss me twice.—Kiss me too is bad grammar."

ACCIDENTS

Accidents on railways are always the subject of a rigorous enquiry, the main object being to obviate a recurrence. A head-on crash between two trains once took place in America and during the resulting enquiry terrific efforts were made to find an eye-witness. At last a boy was discovered who had seen everything. "What were your thoughts at the time of the crash?" he was asked by the important Railway Executive in charge of the investigation. "Well," he replied, "I thought it was a darn poor way to run a railroad."

All of us have, at some time or other, been held up during a railway journey for no apparent cause. The train of a leisurely branch railway had jolted to a stop; its second on a mile stretch of track. The guard returning from the business end of the train was hailed by an old lady passenger. "And what is the matter now guard?" she demanded. "Cow on the line" replied the guard as he continued his walk. The train proceeded for another 200 yards and stopped a third time. The guard alighted and walked to the front of the train. On returning he was again summoned to the old lady's carriage. "Another cow on the line I suppose guard?" she said with nasty feminine sarcasm. "No madam, only the same one" was the doleful reply.

NO BETS!

The ubiquitous porter of the genus Cockney is noted for his powers of repartee. A woman rushed on to Euston platform with a parcel under her arm and said to one of them "Porter I've got something I want you to put on the 2.30 for me." "Sorry mum" replied the porter. "I ain't allowed to take bets."

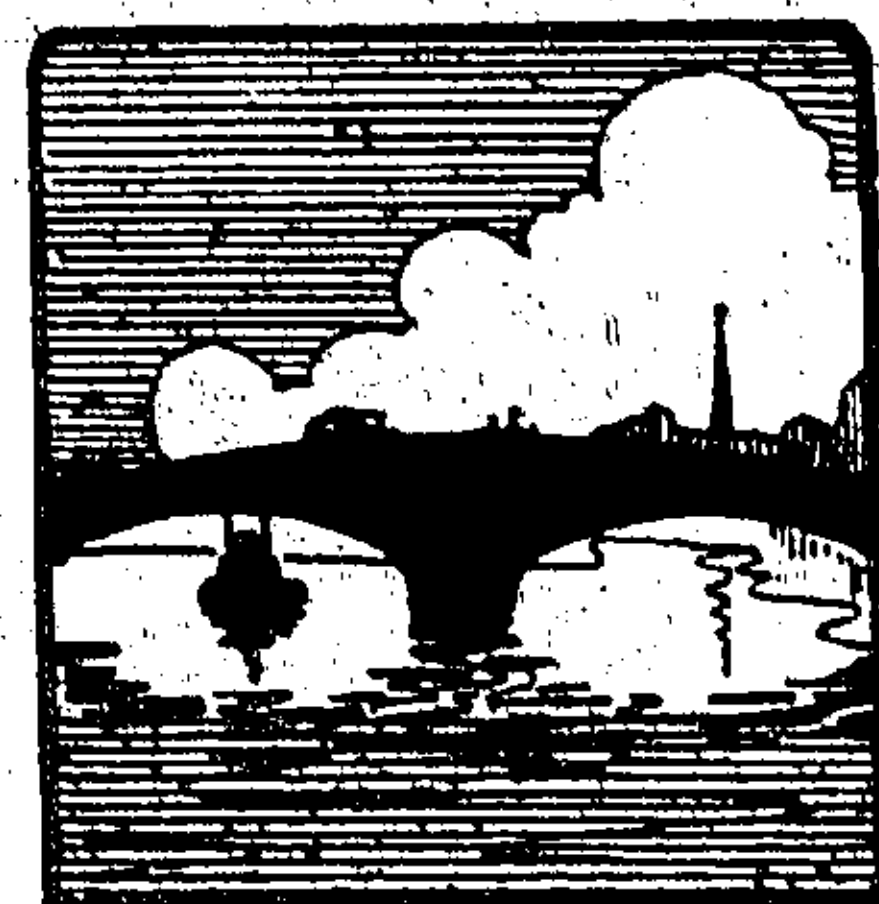
Gentlemen, I started to-day with a description of the transportation tangle and have now wandered off the rails to such an extent that I must avoid further entanglement. It would be a breach of a cardinal transportation rule to impose on the public more than it will bear.

Before the meeting adjourned, Mr. L. C. F. Bellem, Manager of the Hong Kong Tramway, Ltd. thanked the speaker for his very splendid talk. He felt sure that they are had enjoyed it immensely. There was no doubt however, that in London the traffic tangle was being solved, as the Government had given the problem its earnest consideration and things were being organised on a better basis.

He could see a day when if you were attempting to get to a certain point, you would either be told that you could only do so by rail, or by road as the case may be, as there would be no competition between these two means of transportation. Before they dispersed, he wished to thank the speaker on behalf of his fellow Rotarians, and others present for his interesting talk, which was given at such short notice.

Those introduced at the Tiffin to-day included:— Messrs. W. McFarlane, Seattle, U.S.A., R. Ross, Chicago, U.S.A., G. Hui, Hong Kong, I. E. Taylor, Hong Kong, and Mr. Man, Hong Kong.

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INOCULATION AGAINST RABIES

Mr. M. K. Lo Urges Government To Take Action

SANITARY BOARD APPROVES OF SCHEME

The main item of interest which was brought before the members of the Sanitary Board at a meeting held in the Sanitary Board Room yesterday, was the question as to whether mass or compulsory inoculation of dogs would be an effective means of eradicating rabies in the Colony, and whether it would be desirable for a system of compulsory inoculation to be introduced by the Government to be done free of charge by the Government medical authorities.

Mr. M. K. Lo put forward some very sound reasons for the introduction of such a scheme and the motion was seconded by Dr. Li Shu Fan, who advanced some very sound argument to support it.

Some doubt arose as to whether the muzzling order should still be kept in force if and when the inoculation scheme came into practice, but this matter was settled by Mr. Lo who stated that inoculation should be supplementary and not as an alternative for muzzling.

Mr. Lo went on to say that up to the present the muzzling of dogs had not proved to be an effective means for eradicating rabies and therefore the scheme of inoculation which has been proved to be effective in other parts of the world such as in America and Japan, should be given a trial in Hong Kong.

LOCAL SITUATION BAFFLING

In rising to move the motion standing in his name Mr. Lo said, I do not propose to take up the time of this Board unnecessarily by attempting any description of the appalling nature of the disease of rabies.

I start with the assumption that every one would like to see the disease eradicated from our midst as soon as possible. The question then is:

Are the present regulations, including those relating to the muzzling of dogs, effective?

The answer is obvious. I might borrow a legal phrase and say that the matter is *res ipsa loquitur*. The regulations have failed to achieve their object.

The next question, obviously is: Is there any other and more effective step which can be taken?

According to the best of my knowledge, information and belief, the answer is 'yes,' and it is the system of mass inoculation.

I propose to inform this Board very briefly what is being done in various places relatively near Hong Kong in combatting this disease.

IN JAPAN

First as regards Japan: The law in Japan is that a Governor of any Prefecture may, when he thinks fit, order the inoculation of all dogs. The order is enforced by the Police. The owners of the dogs bring them to the appointed Police Offices, where inoculation is done free by official Vet. Surgeons and a certificate given. Dogs may be inoculated by private Vets. and their certificates are shown to the Police when vaccination by the Police is dispensed with. Charges by private Vets. vary from one yen to two yen.

I understand that compulsory inoculation has been found 100% effective in eradicating rabies in various districts in Japan.

As regards Kuala Lumpur: The following are extracts from the Annual Reports of the Institute for Medical Research in Kuala Lumpur:

From the 1930 Annual Report: Prophylactic inoculation of dogs was commenced in Malaya during the year 1925 and the results obtained have been sufficiently encouraging to justify continuance.

The procedure has been found by the Veterinary Authorities to be successful in so far that outbreaks can be controlled, but fresh outbreaks occur from time to time, and the incidence of the disease has not markedly diminished. It appeared that more energetic preventive measures were desirable, and accordingly, compulsory "mass" inoculation has been tried. The town of Kuala Lumpur was selected. Inoculations were undertaken by the staff of the Veterinary Department at Police Stations.

MASS INOCULATION

The figures given below show the number of rabid dogs reported within the limits of Kuala Lumpur during the years 1928, 1929 and 1930, and the results indicate that mass inoculation of the canine population in an endemic area may be of considerable value:—

	1928	1929	1930
Number of rabid dogs	29	29	0
Number of inoculations carried out	755	425	3,200

A further experiment, on a smaller scale, was carried out in Kuala Lumpur, and similar results were obtained.

Out of a total exceeding 5,000 inoculations only 3 failures to protect against rabies have been reported. In each case the inoculated dog had been in contact with a rabid animal, and probably infected prior to inoculation.

From the 1931 Annual Report: The mass inoculation of dogs in Kuala Lumpur was undertaken early in 1930. In view of a complete absence of rabies in Kuala Lumpur during the year following compulsory inoculation, vaccination was not enforced in 1931. In the latter months of that year, however, rabies reappeared and it was decided to re-enforced vaccination in 1932.

NO RABIES REPORTED

From the 1933 Annual Report: Mass inoculation of dogs was undertaken by the Veterinary Department in 3 areas at the beginning of the year, as follows:

1.—In Kuala Lumpur for the second successive year. For the second successive year no case of rabies occurred.

2.—In Kajang (Selangor) area, in which cases of rabies had occurred during 1932. No case of rabies occurred in 1933.

3.—In Penang Island, in which 8 cases of rabies had occurred in 1932, only 2 cases occurred in 1933. In the first 5 weeks of the year, i.e., during a period when, at the time of vaccination, the incubation period of disease in these two dogs would be too far advanced for the vaccine to be effective.

I understand that inoculation has been found absolutely effective in various districts in Indo-China.

It has been suggested that there being 2 kinds of rabies, namely the Californian type and the European type, inoculation cannot be effective unless the vaccine is made from the type of virus in question. But I am informed that according to the Institute for Medical Research in Kuala Lumpur, there is no essential difference between the virus of rabies from Europe and America.

LOCAL SUPPLY

As regards the cost of the vaccine I understand that it is obtainable from the Animal Diseases Investigation Station of the Ministry of Agriculture and Forestry and from The Kitasato Medical Institute, both in Tokio, at about 10 yen per 100 c.c., which would be sufficient to inoculate 20 dogs or a few more. It can also be obtained from the Institute for Medical Research in Kuala Lumpur and from the Pasteur Institute in Saigon at more or less similar rates.

I have communicated with Messrs. Mustard & Co. Ltd. who are the local agents for Mulford vaccine and they have authorised me to state their current price is

\$1.45 less 40% discount amounting to H.K. \$0.87 net, and that they felt sure that in the event of a large quantity being required, the price would be further reduced.

STERN MEASURES

I believe that the public of Hong Kong will enthusiastically co-operate under a system of compulsory but free inoculation, and that there will be very few defaulters. As one means of penalising owners who have made default, I would advocate that it should be provided that the owners of any dog who has bitten a person and who cannot satisfy the Magistrate that the dog has been inoculated within 12 months should be fined heavily, even up to \$500, if the Magistrate is satisfied that he has the means to pay. I do not say that any such regulation will be effective in getting all the dogs in the Colony—especially in some outlying districts in the New Territories—inoculated. But I see no reason to doubt that the great majority of the dogs on the Island and in Kowloon will be inoculated. And surely it is self-evident that the greater the number of inoculated dogs that exist at any period the greater is the immunity obtained by the community against the spread of the disease. And I would urge that the importation of any dog into the Colony be prohibited except on production of a certificate that it has been inoculated within 12 months or on the condition that the dog be forthwith quarantined and inoculated.

YEARLY TREATMENT

The annual cost to the Government cannot be very great. I understand that the following are the figures for licensed dogs in the Colony for 1935:—

Island of Hong Kong	1,884
Greater Kowloon	1,303
New Territories (including watch dogs)	973
	4,160

To be absolutely effective inoculation has to be repeated yearly. The annual cost is only a matter of a few thousand dollars. Surely the Colony can afford to pay such a trivial annual premium as insurance against the spread—and it may be, the existence—of the dreaded disease.

Before I conclude, I would like publicly to acknowledge my indebtedness to Mr. J. T. Prior, who has taken a deep interest in this question, for the data which I have ventured to place before this Board.

I beg to move the motion standing in my name.

DR. LI SHU FAN

In rising to second the motion Dr. Li Shu Fan said:—

Sir,—As I am convinced that the motion before the Board is both sound and practicable, I have no hesitation in seconding it.

Being a medical man, naturally I am a strong advocate of inoculation against disease, particularly against certain infectious diseases, of which rabies is one. I fear the general public has not sufficiently realized the efficacy of inoculation against rabies for

SEQUEL TO HOLIDAY IN HONG KONG

Divorce Case In Singapore

A letter written by a wife led to an action in the Supreme Court yesterday, before Mr. Justice a Beckett Terrell, when Mr. Merton Holland Brown, managing director of Messrs. Thornycroft (Singapore) Ltd., sued his wife, Violet Eleanor Brown, nee Callaway, for dissolution of marriage on the ground of adultery with one, D. B. Butler, at a hotel in Hong Kong.

Mr. F. A. Briggs said that he appeared for the respondent, but his appearance was out of courtesy to the court as his firm's name was on the record. He was instructed to take no part in the proceedings.

Mr. G. M. Coltart, appearing in support of the petition, said the co-respondent had not entered an appearance. Service of the petition and the citation on the co-respondent was ordered to be by way of substituted service by registered post, and there was an affidavit on the file proving such service.

The petition and citation were served on the respondent by Mr. Cobbett on board the Chitral, by which steamer the respondent was on her way to England from Hong Kong.

NO COLLUSION

The parties were married on Apr. 29, 1933, at St. Andrew's Cathedral, and there was no issue. From Jan. 24, 1935, to the date of the petition the respondent and the co-respondent frequented each other as Hong Kong and on various occasions adultery took place.

There was no collusion or connivance between the parties to obtain dissolution of the marriage or for any other purpose.

"As to the evidence," said Mr. Coltart, "your lordship is aware that the petitioner, cannot be used as an affidavit supporting the case, and so I have filed a further affidavit by the petitioner on July 9, 1935."

"The only evidence, the petitioner can give is as to the receipt of the letter and as to identification. As an order of court permitted all the evidence to be given by affidavit I have taken the liberty to follow that order, but the petitioner is here, if your lordship sees fit to examine him on any point arising out of the affidavit."

PETITIONER IN BOX

His lordship said that it was not his intention, when he made the previous order, that the evidence of the petitioner should be by affidavit.

Mr. Coltart, called the petitioner into the witness box.

Mr. M. H. Brown said that he lived with the respondent in Singapore up to Jan. 19, 1935, when she left Singapore for Hong Kong on a holiday. That was the last time he saw her.

There was no issue of the marriage, nor were any previous divorce proceedings taken either here or elsewhere. There was no collusion or connivance to bring the present proceedings.

This reason, I should like to state that this method of prevention has long passed the experimental stage and its effectiveness is now accepted throughout the civilized world. Furthermore, Science has definitely established the fact that the inoculation confers immunity for at least one year.

With reference to this efficacy, my colleague Mr. M. K. Lo has presented some very convincing reports and statistics. I should like, however, to quote a further account concerning this method in Japan and the United States.

Two of the leading authorities, Rutyna and Marek in their textbook entitled "Diseases of Domestic Animals" state as follows, under the heading of preventive inoculation against rabies in Japan, that "out of 20,117 dogs vaccinated only four developed the disease as a result of an infection contracted before the vaccination. Among the others no rabies developed within one year." With reference to the United States the authors state that "this method has been very extensively employed since its introduction by Elchorn, several hundred thousand dogs having been vaccinated with very satisfactory results."

ABSOLUTE NECESSITY
The common experience derived from campaigns abroad is that to be effective, a system of compulsory mass inoculation is absolutely necessary. I agree with Mr. Lo that in the adoption of the sys-

Mr. Brown further said it was impossible for him at present to go to England to take proceedings there.

SERVANTS' AFFIDAVITS

Mr. Coltart: You read the affidavits filed in support of the petition by the two Chinese servants at a hotel in Hong Kong?—Yes.

Annexed to one of them there is a photograph?—Yes; that photograph was taken by me in Singapore.

On Feb. 13, did you receive a letter from the respondent?—Yes.

Is this the letter you received and the envelope in which it came (producing letter and envelope)?—Yes.

Mr. Coltart: My lord, I ask your leave not to have that letter read aloud, and I have prepared a typewritten copy so that it will be more easy to read. That is a letter written in Hong Kong. It bears the Hong Kong post mark.

Upon receipt of that letter with its admissions did you make inquiries as to who was the person who is now the co-respondent—I did.

His lordship: The letter is in your wife's handwriting?—Yes.

Mr. Coltart: You sent cablegram to a friend in Hong Kong and received this original cablegram in reply (produced)?—I did. As a result of the receipt of that cablegram proceedings were instituted, the person named being joined as co-respondent?—Yes.

Beyond what was implied in the letter and what you have heard, you have no personal knowledge of the adultery complained of?—No, no personal knowledge.

NOT READ IN COURT

The respondent passed through Singapore, and was served with the petition and the citation by Mr. Cobbett on board the steamer?—Yes.

Did you receive any communication or see the respondent during the ship's stay in port?—I have never seen her since Jan. 19, when she left for Hong Kong.

Mr. Coltart asked, whether he might be excused reading the affidavits of the two Chinese servants. He understood that his lordship had read them.

"I would like to say one short thing about this case," said Mr. Coltart. "I do not ask for any order against the co-respondent."

"It was hoped that when the suit was instituted, there would be sufficient evidence of identification available, but we have been able to get absolutely no evidence."

DECREE NISI GRANTED

"The man referred to in the affidavits in support of the allegation of adultery is, however, the co-respondent named in the suit."

"I ask for a decree nisi to be made absolutely in six months with no order as to costs."

His lordship granted a decree nisi to be made absolute in six months.

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Senders of telegrams are hereby notified that from 1st August, 1935, and until further notice, the charges for telegrams will be collected at the rate of Dollar 0.65 to equal Gold Franc 1.00.

[3711]

NOTICE OF REMOVAL.

MESSRS. E. S. ABRAHAM, and C. CHAMPKIN, Exchange Brokers, have removed from No. 5, Queen's Road Central to No. 10, ICE HOUSE STREET, STOCK EXCHANGE BUILDING, MEZZANINE FLOOR, as from TO-DAY.

[3713]

THE BAUB AUSTRALIAN GOLD MINING COMPANY, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the Share Registers of the Company will be CLOSED from Saturday, 17th August, 1935, until Wednesday, 28th August, 1935, both days inclusive.

DERRICK & CO.,

Local Secretaries,
Singapore.

[3712]

NOTICE.

THE Officer Commanding 1st Bn. The Lincolnshire Regiment calls the attention of all tradespeople and other persons concerned to the fact that he will not be responsible for collecting private debts contracted by soldiers of the unit under his command.

Signed this 29th day of July, 1935
(Signed) H. St. G. THOYTS,
Major.

Comdg. 1st Bn. The Lincolnshire
Regt.

[3708]

HONG KONG TELEPHONE COMPANY, LTD.

NOTICE OF INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of FOUR per cent (4%) for the six months ended 30th June, 1935, amounting to FORTY cents per share on the Fully Paid Up Shares and TEN cents per share on the Partly Paid Up Shares of the Company will be paid on FRIDAY, the 2nd AUGUST, 1935, on which date Dividend Warrants may be obtained on application at the Registered Office of the Company, Exchange Building, 4th floor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 25th JULY, to FRIDAY, the 2nd AUGUST, 1935, both days inclusive.

By Order of the Board of Directors.
J. P. SHERRY,
Manager.

Hong Kong, 6th July, 1935.

[3658]

IN THE SUPREME COURT OF HONG KONG

PROBATE JURISDICTION.

IN THE GOODS OF CLAUDE IVON WILLIAMS, LATE OF 49, ROLAND GARDENS, SOUTH KENSINGTON IN THE COUNTY OF MIDDLESEX, RETIRED CAPTAIN, DECEDENT.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 38 of the Probates Ordinance 1887 made an Order limiting the time for Creditors and Others to send in their claims against the above Estate to the 17th DAY OF AUGUST, 1935.

All Creditors and Others are accordingly required to send their claims to the undersigned on or before that date.

Dated the 24th day of July, 1935.
JOHNSON, STOKES & MASTER,
Solicitors for the Executor & Trustee,
Princo's Building,
Ice House Street,
Hong Kong.

[3695]

ALVERTISEMENTS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim Dividend of \$2.100 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th JUNE, 1935, at that rate of 2 1/2 per Dollar.

THE DIVIDEND will be payable on and after MONDAY, 15th AUGUST, 1935, at the offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, 29th JULY, to SATURDAY, 10th AUGUST (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 10th July, 1935.

HONGKONG TRAMWAYS LIMITED

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of 40 (forty) cents per Share has been declared payable on WEDNESDAY, 21st AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowington, Hong Kong.

NOTICE IS HEREBY ALSO GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from WEDNESDAY, 7th, to TUESDAY, 20th AUGUST, 1935, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hong Kong, 29th July, 1935.

[3710]

MARRIAGE

BELL-BOYACK.—On July 22, 1935, at St. Michael's Cathedral, Tsingtau, by the Reverend Father Weig, Francis R. Bell, to Agnes Margaret Boyack.

BIRTHS

BARTON.—On July 23, 1935, in California, to Mr. and Mrs. J. A. B. Barton, a son.

WARN.—On July 23, at the Maternity Hospital, Singapore, to Nora, wife of W. J. Warn, a son.

Editorial and Business Office: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, July 31, 1935.

QUESTION OF PROCEDURE

A nice point was raised in the House of Commons recently regarding the constitutional relations between Parliament and the Executive when Mr. Anthony Eden, in submitting the report on his mission to Rome, confirmed what was already known, namely that he had conveyed to Signor Mussolini the offer of His Majesty's Government to cede to Abyssinia a strip of British Territory, including a port, in its efforts to assist in the settlement of the Italo-Abyssinian dispute. The proposal, as is now well-known, was rejected by Signor Mussolini, but members nevertheless sought to extract from the Government an undertaking to consult the House before embarking upon any such scheme. There is no doubt, in constitutional theory, that the cession of territory rests within the sole competence of the Royal Prerogative though in recent practice the Government of the day has always sought and obtained the consent of Parliament prior to ratification. When negotiating with the German Government about Heligoland in 1890, Lord Salisbury made the cession of the island expressly conditional upon the assent of Parliament. Then again in the case of the Anglo-Italian Treaty of 1924, when the cession of Jubaland to Italy was discussed, the Government submitted the Treaty to the approval of Parliament in a Bill, the preamble of which contained the significant words, "and whereas it is expedient that the approval of Parliament should be given to the said Treaty." In the light of the

MIDNIGHT TRAGEDY IN THE HARBOUR

European Jumps Overboard From Star Ferry

FRUTTLER RESCUE EFFORTS

Passengers travelling by the Star ferry boat which left the Hong Kong side a quarter of an hour after midnight were witnesses of a tragic incident which occurred when the ferry was about half way across the harbour.

It appears that a European passenger suddenly left his seat and gave indications as if he intended to jump overboard. At this moment another passenger, stated to be Mr. R. M. Gutierrez, held the European in an endeavour to prevent the rash act, but the latter eventually broke away and disappeared over the rails.

The incident created a great sensation when the ferry boat gave the alarm on her siren and immediately other ferry boats in the vicinity hastened to the scene and commenced to make a search for the missing passenger.

As soon as the ferry boat put back a seaman swam out in the direction of the missing man whom he spotted in the glare of a searchlight directed on the scene from a nearby Naval vessel. The seaman reached to within almost a yard of his object when the searchlight moved to another spot and he failed to get his man despite frantic efforts. He then had no option but to return to the boat.

Meanwhile three ferry boats, assisted by the searchlight made a thorough search of the vicinity for about twenty minutes when they dispersed after a fruitless effort to find the missing man.

It is understood that Capt. and Mrs. M. R. Burke were among the passengers who witnessed this sad tragedy of a man attempting to jump overboard and a fellow-passenger doing his best to prevent him.

The identity of the missing passenger was not known at the time as apparently he had no friends travelling with him, but a very important clue was found in that he had left his coat behind. On examining the pockets a card was found bearing the name "D. J. Wolff, violinist of the Gloucester Hotel" and it is surmised that this was the name of the man.

On enquiry at the Gloucester Hotel, a representative of the "Daily Press" gathered that Mr. Wolff was the leader of the Hotel Orchestra. He attended to his duties last night and left somewhere about midnight for his home in Kowloon. He appeared to be in the best of spirits on leaving his friends at the establishment and extended the customary greetings.

BRITISH NAVAL PLANS

Admiralty Make No Statement

London, July 30.

The Admiralty verbally described the "Daily Herald's" naval story in which a new building programme was outlined as "purely imaginary and based on conjecture," but decided to let the matter rest and not make any statement.

The papers this morning, however, opine that a large new construction programme has been planned though the final decisions may not have to be made just now. The "Morning Post" in an editorial says that Britain is faced with the necessity of having to lay down eleven new capital ships. Almost simultaneously the "News Chronicle" asserts that differences of opinion exist within the Government and the Admiralty is divided regarding the best method of increasing naval efficiency, some advocating gradual elimination of heavy battleships while others are favouring rapid building of pocket battleships of the German type.

"expediency" acknowledged in these precedents it is hardly conceivable that this or any future Government would concede British territory without recourse to Parliament.

A more immediately practical question is why it was necessary to make the offer through the instrumentality of a Ministerial mission at all. Would it not have been far better to put an inquiry, without any fuss or publicity, to Signor Mussolini through the British Ambassador in Rome? It is no reproach against Mr. Eden when it is said that all he could hope to achieve was to lend conclusiveness and publicity to the rejection of the proposals, if they were going to be rejected. On the other hand if there was any chance of their being accepted, it does not necessarily mean that the chance would be rendered greater if a Minister and not an Ambassador made the proposals. It would be an excellent thing if an end were made forthwith to the era of itinerant diplomacy which, from results thus far, has done more to the exacerbation than to the appeasement of international relations. In the old days when the British Government preferred to receive rather than despatch diplomatic visitors, British interests were better served and in this connection it may be remarked that the Rome visit will not have been wasted if it teaches our Ministers henceforth to stay at home.

JAPANESE BUTCHERED

Dairen, July 30.

Crying to kill all Japanese, seventy professional bandits augmented by eighty gravel-carrying coolies last night overturned the Changchun-Kirin express passenger train and savagely butchered ten Japanese to death. Many others are believed to have been kidnapped by the bandits who retreated to the mountain upon approach of punitive forces. Traffic was restored late this afternoon.

PROGRESS OF THE TYPHOON

No Danger To The Colony

The following facts on the typhoon were ascertained from the Hong Kong Observatory last evening:

"The typhoon formed in the Pacific to the North of the Caroline Islands on July 24. From then until July 28, it was moving somewhat slowly across the Pacific, on a West-North-Westerly track, gradually gaining intensity. On July 28 it was situated to the South East of the Loo Choo Islands moving West-North-West and had reached considerable intensity. On July 29, owing to an increase of barometric pressure in the neighbourhood of the Bonin Islands, it took on a Westerly course and passed close to the South of Ishigaki-jima about that day.

"Continuing on the Westerly track, it crossed the centre of Formosa in the late afternoon and at 6 a.m. on July 30, was about 60 miles to the South-east of Amoy. The typhoon had lost a little intensity in crossing Formosa but could still be described as a severe typhoon. It entered the China Coast between Swatow and Amoy at about 1 p.m. yesterday. It will probably pass at about 100 miles to the North of Hong Kong or fill up."

LOCAL CONDITIONS

Shortly after three o'clock yesterday afternoon, the No. 6 typhoon Signal was hoisted and this was followed by a sharp rainstorm, accompanied by lightning and thunder. For a time it looked as though Hong Kong were going to have a "bit of a blow" but as the evening wore on, the storm subsided though up till the time of going to Press the No. 6 signal was still up.

No sooner was the signal hoisted than junks and the smaller craft made for the typhoon shelters in Causeway Bay and Yau-mai-tee while the harbour presented a desolate

NEWS SUMMARY

For harbouring a girl, Chung Kui, a 27-year-old unemployed man was sentenced to six months' hard labour by Mr. E. I. Wynne-Jones at Kowloon Magistracy yesterday.

Page 11.

Chan Ting Kwong, a 21-year-old Chinese student, who was summoned for maintenance by his 18-year-old wife, Pang Ting Ha, was ordered to pay to complainant a monthly maintenance of \$25 by Mr. Thomson at Kowloon Magistracy yesterday, who also made the order that complainant should keep the child.

Page 11.

The death of Miss Delise McKie occurred at her residence, 31 Seymour Road, in the early hours of yesterday. An Australian by birth, the deceased came to Hong Kong many years ago. She was about 49 years of age. The deceased had been ill for about three weeks. The funeral took place in the afternoon.

Page 6.

Further evidence was heard in the inquest on the death of Kwok Tai Kam, the small girl who was knocked down by Mr. J. B. Gardiner on July 7, before Mr. W. Schofield at the Central Magistracy yesterday afternoon.

Page 11.

A meeting of the Sanitary Board was held at the Sanitary Board Room yesterday and the question of compulsory inoculation of all dogs in the Colony against rabies was discussed. For particulars see

Page 6.

Ng Fuk Chuen and Ng King Chiu were sentenced to three years and seven years' imprisonment the latter with hard labour, by Mr. Justice R. E. Lindsell at the Supreme Court yesterday for implication in a fire that broke out in the early hours of May 24 at the Sam Man Towel Factory, situated at 104 Fuk Wah Street. Second defendant when he heard his sentence, cried aloud and with his face covered in his hands was led down from the dock. First defendant, a mere youth was unmoved when he heard his sentence, but his wife who was a witness in Court, wept unrestrainedly. She was led from the room, crying piteously. Page 11.

At the Rotary Dinner yesterday afternoon, Capt. Walker, manager of the British Section of the Kowloon-Canton Railway, gave a very interesting talk on "Transportation." His talk was well received by a large gathering present who obviously appreciated his keen wit. Mr. Bellamy rose to thank the speaker before the meeting dispersed.

Page 7.

DARING RAID IN NEW YORK

Priceless Necklace Stolen

New York, July 30.

A priceless ruby necklace formerly belonging to Marie Antoinette, former Queen of France who was executed in 1793, which was certified to be genuine by the French Government, was stolen by bandits who raided an exclusive Fifth Avenue store where the necklace was exhibited.

The robbery was very daringly carried out in daylight whilst thousands of people were passing outside the store.

The robbers also took away other gems valued at \$100,000.

Reuter.

NEW AIR BASES

Washington, July 28.

The Senate has passed a Bill authorising the construction of the six "key" Army air bases on the Pacific, Atlantic, Canadian, and Gulf of Mexico frontiers, and in Alaska. The Bill now goes to the White House.

Reuter.

scine, due to the absence of the native craft which are such a common sight in the harbour.

From a reliable source we learn that one of the bigger liners in the harbour had "cleared her decks and had her steam up" just in case of eventualities. The tug boats were patrolling the harbour in order to be of assistance to any of the junks which may be in difficulties.

The forecast is west to south winds, fresh, probably increasing to a gale; cloudy, rain.

DULL CRICKET IN THE FOURTH TEST

Third Drawn Game Of The Series

The Fourth Test match at Manchester ended in a draw after England had declared at 231 for 6 wickets, which gave them a lead of 270 runs. South Africa realised the hopeless task of being able to bring about a win in the short time available. In consequence the cricket served out was disappointing.

Hammond was top scorer for England with 63 not out in a chanceless innings, while Bakewell and Barber, the opening batsmen, made useful contributions. This was the third draw, South Africa having won the Second Test.

London, July 30.

The last day of the Fourth Match was commenced under the best of conditions: the weather being very fine with a sky beautifully clear over Manchester, where the South Africans once again went into the field hoping to follow up their early success by sending England's batsmen back to the pavilion as quickly as possible. This, however, did not prove to be the case when Barber and Bakewell, both with 21 runs to their credit, went in to resume England's second lease of the wicket which was still in a favourable condition for them.

The batsmen opened out the play immediately, both hitting very strongly, but they found the bowling far too steady and the fielding excellent to such a degree that it took them a considerable time to send up the fifty.

TWO WICKETS FALL

Barber was bringing off some perfect drives all round the wicket as well as an occasional well-timed hook, but on reaching forty four he was bowled by Vincent after being at the wicket for an hour and a half. The score board then read 90 for 2.

Hammond went in to join Bakewell. The latter, however, was bowled soon afterwards by Langton, who took his off-stump with a back break when he had scored 54. Bakewell had been batting faultlessly for two hours, and had hit four boundaries in an innings in which he had not given a single chance.

A FINE PARTNERSHIP

At this stage with 110 on the board and three wickets down, Leyland came in to partner Hammond, and he gave the two thousand spectators a very fine exhibition of powerful driving, scoring thirty seven runs in almost as many minutes, before he was taken in the slips by Mitchell off Vincent's bowling. Together with Hammond, who had been giving a great display of beautiful straight driving, the partnership had realised sixty three runs, during which Leyland drove six boundaries.

Robins was the next to take his stand at the wicket, but he indulged in some very risky hitting and was caught at silly mid-off by Vincent who was also bowling. Robins had scored fourteen in his short stay at the wicket, but had helped to bring the total score to 200 for the loss of five wickets.

Vincent, who had been bowling remarkably well, took Tate's wicket with the next ball of his over, the batsmen up to this point having hit most of the bowling with surprising freedom, though the bowling of all the South Africans had been of exceptionally good length, yet Hammond had managed to reach his fifty in just under one and a half hours.

ENGLAND DECLARES

With the score at 200 for 6, Wyatt joined Hammond and the pair put on another twenty seven runs before the luncheon interval, thus bringing the total to 231 for 6, Hammond having collected 63 and Wyatt 15. During the luncheon interval England decided to declare, though she had only a lead of 270 runs, so at the resumption after lunch, the South Africans were given the opportunity to try and wipe out this total during the afternoon.

SOUTH AFRICA BATS

Mitchell and Rowan opened the South Africans second innings, the latter scoring at a very fast pace, but unfortunately he hit his wicket when he stepped back to a ball from Robins, thus bringing to a close a forceful innings during which he had compiled forty nine runs. The score board then read 87 for 1.

Mitchell who had gathered seventeen runs, was then joined by Viljoen, the pair managing to keep their wickets intact up to the tea interval after nine more runs had been added, making a total of 76.

DULL PLAY

After tea the cricket was very dull with the South African batsmen making no effort to force the pace. Mitchell took two hours over the first 19 runs. The total was taken to 103 when Viljoen was l.b.w. to Robins. He scored 10 runs.

Nourse then joined Mitchell and they took the score to 169 for 2 when the game was declared a draw.

Reuter.

THE SCORE BOARD

England, 1st Innings 357
South Africa, 1st Innings 318

ENGLAND—2nd Innings

Smith, l.b.w., b Crisp 0
Bakewell, b Langton 54
Barber, b Vincent 44
Leyland c Mitchell, b Vincent 37
Hammond not out 63
Robins c and b Vincent 14
Tate, b Vincent 0
Wyatt, not out 15
Extras 4

Total (for 6 wks. dec.) ... 231

Fall of Wickets:—1 for 1 (Smith); 2 for 90 (Barber); 3 for 110 (Bakewell); 4 for 173 (Leyland); 5 for 200 (Robins); 6 for 200 (Tate).

Bowling Analysis

	O.	M.	R.	W.
Crisp	11	0	43	1
Bell	1	0	3	0
Langton	25	2	80	1
Vincent	28	6	78	4
Dalton	4	0	23	0

COUNTY CRICKET

London, July 29.

Derbyshire beat Northamptonshire by 10 wickets at Chesterfield.
Northants: 156 and 152 (Townsend 5 for 21)
Derby: 285 and 15 for 0.
Middlesex beat Essex by 141 runs at Ilford.
Middlesex: 182 and 248.
Essex: 203 (Sims 6 for 63) and 88 (Sims 7 for 28).

LOCAL AND GENERAL

A dinner dance will be held at Repulse Bay Hotel to-night. The last bus leaves Repulse Bay at 1 a.m.

Only one case of diphtheria was reported to the Health Authorities for the 24 hours ended on July 29.

Two cases of diphtheria (both fatal), eight of enteric fever (two deaths), one fatal case of typhoid, one of rabies and 48 deaths from tuberculosis were reported for the week-ended on July 27.

Ho Leung Mun, a woman, has been admitted to the Kowloon Hospital, suffering from the effects of poisoning. She is said to have taken some herbal preparation of her own.

Mr. T. Carr, residing at No. 5 Gap Road, reported to the police that while driving his car, No. 350, along Queen's Road East, about 8.30 p.m. on July 29, he collided with the retaining wall as a result of the car skidding.

Mr. C. O. Precourt, No. 4 French Bank Building, has reported to the police that some time between July 15 and July 29 some person entered the premises and stole \$17 in Hong Kong money and a number of foreign coins, to the total value of \$20.

The Hong Kong dollar declined 1/8th yesterday to 2s 07/8d, but no further drop is expected unless silver registers a fall, export parity point having been reached. The market opened at 2s 11/16d sellers, but later improved to 2s 11d. The time of the market was very steady.

PRECAUTIONS IN THE EVENT OF WAR

Egypt And Sudan To Move Troops?

Paris, July 30.
The British authorities of the Sudan are now taking certain precautionary measures in the event of war between Italy and Abyssinia, according to information from the London correspondent of the "Echo de Paris," who claims to have received his news from an Egyptian quarter there.

Immediately after the outbreak of war, the Egyptian and Sudanese troops will march across the Sudan frontier and occupy Gondar as well as the Tana Lake district, so that the Italians arriving at the springs of the Nile after a hard struggle will find that the British are already lodged there and would claim the right of prior occupation, asserts the correspondent.

The pretext of this occupation, according to the "Echo de Paris" informant, will be furnished by the increase of the defence force stationed at the British Legation at Addis Ababa.—*Transocean Kuo Min*

Alexandria, July 30.
The Patriarch of the Coptic Christians has convened a high council of the Egyptian Church, which numbers 850,000 adherents in Egypt alone, in order to decide the attitude to be taken up by the Church in the Italo-Abyssinian conflict.

The council will consider what measures are to be taken by the Church to manifest its sympathy for Abyssinia whose population predominantly belong to the Coptic Church.

The League of Young Muslims likewise intend to stage a sympathetic demonstration for the Abyssinians.—*Transocean Kuo Min*

FRENCH ATTITUDE

It is anticipated that M. Laval at the forthcoming Geneva meeting will claim the resolution passed at the Council last May on the Italo-Abyssinian question that the conciliation commission should continue their efforts until August 25 and if still unsuccessful, the League should appoint a fifth arbitrator.—*Reuter*

ALL EYES ON BRITAIN

Geneva, July 29.
League of Nations circles are of the opinion that the outcome of Wednesday's League Council meeting depends upon the attitude which the British delegate brings to the session.

Such indications of the British policy as have come to light seem to indicate that the Government of Great Britain will not readily consent to a mere adjournment of the discussion of this dispute, which is so threatening to the peace of Africa and Europe, into the hands of the Conciliation Commission.

France will undoubtedly try to shelve the matter for another week, but confidence is felt that if Great Britain gives the lead, France may follow.

In view of the peculiar possibilities, the danger of violent argument and straining of relations, it is unlikely that there will be any public session of the Council for a day or two. An endeavour will be made to dis-

FRANCE PREPARES

Paris, July 29.
The French Somaliland military force, which at present consists of only one company of troops, will be immediately raised to a full battalion and newly equipped with the latest and best of weapons.

This reinforcement is being carried out as a precautionary measure only in case the Italo-Ethiopian conflict disturbs the neighbouring tribes.

A number of aeroplanes are also being despatched to the Somaliland posts.—*Reuter*

RESPECT FOR ARMY IN FRANCE

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 7.30 p.m.)

Paris, July 30.
Systematic suppression of the anti-military propaganda which has grown more rigorous since the signature of the Franco-Russian pact was still further lightened by the Police Prefect, Mass in the department whereby all theatre performances, films or cafe programmes are vetoed where respect for the army is infringed.—*Transocean Kuo Min*

MONARCHY EFFORTS IN GREECE

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 7.30 p.m.)

Vienna, July 30.
Ex-King George will be prepared to return to Greece if at the plebiscite in November sixty per cent. of the population signify a desire for the restoration of the monarchy, is the message the Burgomaster of Athens brought back from a consultation with the ex-King in London according to a Neue Presse press correspondent in Athens.

Two prominent ministers of the Liberal party, Testokis and Manomihailen left for London to have deliberations with the former monarch. President Zaimis is consulting the leaders of the Greek political life in turn on the question of the possibility of a change in the form of Government and the first to be received in audience was Kalamandaris, leader of the Liberal party.—*Transocean Kuo Min*

JOURNALIST DEAD

Columbia, Missouri, July 30.
The death has occurred of the journalist, Mr. Walter Williams.—*Reuter*



Count Ciano, son-in-law of Benito Mussolini, Italian Foreign Minister.

STEWARDS' CUP

Grenore Wins By A Head

London, July 30.
The following was the result of the Stewards' Cup run at Goodwood to-day over six furlongs:—
Greenore (Sam Wragg) 1
Almond Hill (H. Wragg) 2
Cora Deans (H. Foster) 3
The betting was 7/1 Greenore, 100/8 Almond Hill, 100/7 Cora Deans.
Greenore won by a head, the same margin separating second and third. Seventeen ran.—*Reuter*

SILVER MARKET

(From Our Own Correspondent)
London, July 30.
London silver prices to-day were unchanged as follows:—
July 29 July 30
Spot 30-3/16 30-3/16
Forward 30-1/4 30-1/4
London on New York cross rate at 2 p.m. to-day was 4.9581 compared with 4.9612 at closing yesterday.

MISSING VAN EYCK PANEL

Press Reports Recovery

(Special to the "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 7.30 p.m.)
Brussels, July 30.
In spite of official denials, the newspaper "Standard" reiterates its assertion on Monday that the missing half of the Van Eyck panel stolen from the altarpiece in the St. Bayon Cathedral in Ghent has been recovered already some weeks ago in a public building in Ghent under what the paper terms as "peculiar circumstances."

The "Standard" demands that the authorities should immediately acquaint the public with the facts of the detailed information in its possession. The paper gives to understand that the authorities have good reason for hushing up the matter as it will be recalled that one-half of the stolen panel was discovered shortly after the theft in a Brussels railway station where the thief had deposited it in the luggage office in order to give proof of his possession of the picture with a view to subsequently negotiating a stiff price for restoring the second half.

The police had ascertained that the picture was stolen by a former stockbroker named Goedertier who died last summer before he could reap the fruits of his crime.
The authorities maintain that the search for the missing half of the panel showing the picture of "Upright Judges" has so far been in vain.—*Transocean Kuo Min*

GOLD FROM AMSTERDAM

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 7.30 p.m.)
Paris, July 30.
It is stated that two thousand kilograms of fine gold from Amsterdam were landed by airplane at Le Bourget within the last two days.—*Transocean Kuo Min*

COLIJN MAY RETURN AS PREMIER

Former Ministers Pledge Their Support

The Hague, July 30.
The Dutch cabinet crisis was still in a state of flux on Tuesday morning, and no official information as yet is forthcoming as to the result of Dr. Colijn's consultations with the party leaders. It is however, widely anticipated that the Premier designate will succeed in reviving the old cabinet, this presumption being based on the fact that the conference was attended by all the members of the former cabinet which took place on Monday afternoon when the majority of the former ministers were said to have declared their willingness to join the new cabinet which is confidently expected to be completed in the course of Tuesday.

The guilden's remarkable recovery in the London market on Monday created a favourable impression here and was taken as an indication of the great respect in which Dr. Colijn is held abroad.

It is understood that the conversation which Dr. Colijn had on Monday with the Catholic leader Professor Balherse—who has been chiefly instrumental in the overthrowing of the old cabinet but subsequently failed in the attempt to find adequate support for a Government headed by himself—resulted largely in reconciling the opposing views of the two politicians concerning the financial policy so that the new Colijn cabinet—if it should actually materialise—will probably be based on the same coalition as its predecessor.—*Transocean Kuo Min*

TRAILING THE BANDITS

Search For Two Europeans

Peking, July 29.
It is now disclosed that Mr. Gareth Jones and Dr. Herbert Mueller, in the hands of bandits, left Dolonor on Friday last and were captured on the following day, when a group of demobilised troops who had turned bandits fired on the bus in which the two foreigners were travelling, hitting the engine twice.

The bus, called the "Gobi Express," was looted of everything of value, and the bandits carried off Mr. Jones, Dr. Mueller, the Russian chauffeur and a Chinese servant to the hills near Paochang, at about noon.

The chauffeur and the servant managed to escape at 6 p.m. the same day and returned to Paochang, where they made a report of the affair.

Five hundred gendarmes are now on the trail of the kidnappers, who are believed to be still in the Paochang hills.—*Reuter*

MUELLER FREE

Peking, July 30.
A telephone message from Kalgan states that Dr. Mueller has been released and is travelling by car to Kalgan. Mr. Jones is still in bandit hands. The British Embassy has made representations to the Foreign Office in Nanking and the Military Council, Peking, concerning Mr. Gareth Jones. Mr. Chin Teh Chun, Chairman of Chahar, now visiting Peking, states he had telegraphed the Magistrates at Kuyuan and Paochang to exert efforts to secure the release of the captives.—*Reuter*

NO MORE SLUMS

London, July 29.
The progress of the Government's campaign for the abolition of slums continues.

In the London area, following conferences between the County Council and Metropolitan Boroughs, it has been decided that the county will acquire and clear the larger condemned areas, forming satisfactory rehousing sites, and the boroughs will deal with smaller areas.

At a meeting to-morrow the London County Council will consider seven schemes for slum clearance, involving an expenditure of nearly 5,000 people.—*British Wireless*

SITUATION NOW QUIET

London, July 29.
The Under-Secretary for India, Mr. R. A. Butler, replying to a Commons question regarding the trouble at Lahore between the Sikh and Muslim communities, arising from disputed ownership of a temple, said the situation in Lahore was now quiet, and it is understood that the Muslim community has decided to follow constitutional methods of pursuing their case.—*British Wireless*

ANTI-NAZI RIOT IN NEW YORK

Berlin Press Views

(Special to the "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 4.30 p.m.)

Berlin, July 30.
Characterising the incidents which took place on-board the German liner Bremen in New York as "unparalleled," the official inspired organ "Deutsches Politische Korrespondenz" declares that the indignation of the German public at this insult to the German National emblem is perfectly understandable.

When this outrage is now lightly dismissed as an unfortunate occurrence, goes on the Korrespondenz, that is more than inaccurate. In any case the fact cannot be denied that there is a plain connection between the outrage and the "irresponsible press campaign against Germany." It is no coincidence that a scene of this kind should have occurred where representatives of public opinion had created the requisite conditions for "excesses of this nature by systematic preparation of an atmosphere of hatred."

The article concludes by declaring that it is certainly no evidence of far-sightedness to regard it as a duty to agitate against Germany at a moment when in Moscow speeches are being made on a rapid fruition of a revolutionary crisis and political developments in many countries are regarded there in this connection as particularly hopeful.—*Transocean Kuo Min*

DUKE AND DUCHESS OF KENT

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 4.30 p.m.)

Munich, July 30.
The Duke and Duchess of Kent arrived in Munich on Sunday from Paris. The Royal couple are visiting the brother-in-law of the Duchess, Count Thurn und Taxis, at whose family estate in Winhoering they will stay until Thursday before continuing their journey to Yugoslavia.

There arrived with the British guests the son of Prince Regent Paul of Yugoslavia, Prince Alexander.—*Transocean Kuo Min*

AIRSHIP LEAVES FOR SOUTH AMERICA

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 4.30 p.m.)
Friedrichshafen, July 30.
Booked to capacity, the airship Graf Zeppelin took off from here on Monday evening, shortly after 10 o'clock for this year's ninth trip to South America.
The list of passengers includes the delegation of South American press representatives who arrived in Friedrichshafen on July 9 and after touring Germany are now returning home.—*Transocean Kuo Min*



SOLE AGENTS—

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NEW NAVAL LIMITATION AGREEMENTS

Admiralty Views Clarified In House Of Lords

London, July 29.
The statement by Sir Bolton Eyres-Monsell, First Lord of the Admiralty, last Monday that it was unfortunately necessary to abandon the principle of ratios in an effort to secure new naval limitation agreements, was repeated in the House of Lords to-day by Lord Londonderry, Lord Privy Seal, in reply to Lord Cecil, who asked what was meant by the abandonment of ratios and substitution of a policy of programmes.

Lord Londonderry said there had been no change in the policy of His Majesty's Government, who, so far as they were concerned, would gladly see a continuation of the system of limitation embodied in the Washington Treaty, but in order to avoid a race in naval armaments after the naval treaties came to an end in 1936, account had to be taken of the desires and susceptibilities of countries holding other views.

During the conversations with the United States and Japanese representatives beginning last October, the Government reached the conclusion that it would not be possible to make any agreement in replacement of the Washington and London Naval Treaties, which contained the principle of ratios.

THE ONLY HOPE
Lord Londonderry said the only hope of preserving some form of quantitative limitation lay in eliminating from any future treaty figures which appeared to constitute a ratio, and to substitute a system under which each Power would make a voluntary unilateral declaration of its construction programme for a period of years, say 1937 to 1942. It was proposed that these declarations would not have the force or form of contractual obligations; nevertheless, the construction figures

would require to be concerted beforehand between the Powers, and it would further be necessary that each Power should undertake not to modify its announced building programme without giving previous notice of say, at least one year.

RECENT NEGOTIATIONS

This proposal was made to the Japanese and U.S.A. representatives before they returned home and had been described to other signatories of the Washington Treaty. The purpose of the Government in recent negotiations had been to evolve, in consultation with those Powers, a system of limitation, which, while avoiding expression in contractual form of a definite relationship of naval strength, would offer certain guarantees against the resumption of unrestricted competitive building.

Lord Londonderry concluded that in addition to the proposal for quantitative limitation, His Majesty's Government considered it of the utmost importance to reach an agreement on qualitative limitations to replace those in the treaties which expire at the end of 1936.—*British Wireless*

TOKYO INTRIGUED

Tokyo, July 30.
Tokyo naval experts are intrigued with the unofficial announcement of Great Britain's seven year naval construction programme, believing that Britain intends to endeavour to negotiate bi-lateral agreements with other naval powers besides Germany. In this connection they declare Japan prefers a non-treaty basis which would be more advantageous to Japan both from a national defence point of view and from the financial angle.—*Reuter*

MARSEILLES CRIME INVESTIGATION

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 4.30 p.m.)

Paris, July 30.
A Preliminary investigation into the assassination of King Alexander of Yugoslavia has now definitely concluded. All data supporting the evidence gathered by the Judge conducting the investigation has been forwarded to the Public Prosecutor at the Aix-en-Provence Court where the trial is expected to begin in October.—*Transocean Kuo Min*

U.S. NEUTRALITY IN EVENT OF WAR

Washington, July 30.
The Democratic Senator Clark states that he intends to demand legislation at the present session designed to ensure the neutrality of the United States in the event of war abroad.—*Reuter*

ITALIAN ARMS FACTORY EXPLOSION

Cause Now Ascertained

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 30, 7.30 p.m.)

Milan, July 30.
The exact number who perished in the explosion on Saturday in the munition works at Taino is now stated officially to be thirty five.

Faustaking investigations seemed to have proved that the cause of the disaster was that while loading munitions onto a truck for despatch, a case slipped and exploded through the shock of striking the ground.

The burial of the victims took place on Monday and was attended by representatives of the factory and an immense concourse came from the surrounding country.—*Transocean Kuo Min*

THE UNIVERSITY MATCH

Triumph For Cambridge Captain

(Special Air Mail Service)

London, July 18.

Cambridge went serenely on to victory in the University match at Lord's yesterday, and at four o'clock they had well and truly beaten Oxford by 195 runs.

Oxford have no excuses for their defeat. The wicket, as Kimpton proved when seven Oxford batsmen were out for 45 runs in the second innings, was in no way to blame. Cambridge played like a winning team, and Oxford had an attack of the megrims, that is all. Such things happen at cricket.

This is the first time a finish has been reached since 1931, and we may with justice remember it as Parker's match. Not only did he lead Cambridge admirably but his bowling was brilliant, his bowling useful, and his innings of 76 not out on Monday set Cambridge heading for their ultimate triumph.

Yesterday morning Cambridge were strongly entrenched, but the result was still open. When they were all out for 233, Oxford were left with 305 runs to get in 5 hours 4 minutes, by no means an impossible task.

There was a considerable amount of speculation about the chances, but Jahangir Khan put a stop to that. He shot out the earlier Oxford batsmen, Parker had Mitchell-Innes low, and only a courageous stand by Kimpton and Darwall-Smith made us wonder whether the Cambridge bowling was really as deadly as it appeared to be.

This second Oxford collapse cannot be rationally explained. There are occasions when a creeping paralysis overtakes even the best of batsmen, and this was one of them. A sorry business, anyway, and we can only congratulate Cambridge on the skill and resolution with which they despatched their unhappy victims.

LEGARD'S FOUR FOR ONE RUN
One note before we come to the sad story of the play. Legard took seven wickets in the Cambridge second innings for 38 runs, and yesterday he dismissed the last four Cambridge batsmen in four overs for one run. A modest sop to Oxford's battered vanity.

When Cambridge continued their second innings yesterday morning Parker and Wooller contented themselves for some time by taking a judicious look at the bowling. To be frank, it was not very good bowling, and Ballance gave Wooller some drooping full-pitches which were quite properly hit to the boundary.

Darwall-Smith did rather unexpectedly beat and bowl Parker at 173, but that was only a momentary relief for Oxford. Jahangir Khan appeared with militant intent and began scoring comfortably. He was surprisingly lavish with his strokes, and it was not until Legard came on with the new ball at the nursery end that Oxford hopes stirred faintly. With the score 215 Legard had Wooller caught by Ballance at third slip, and a run later Jahangir Khan flicked one to Mitchell-Innes at first slip.

With this next ball Legard had Cameron lbw—nine wickets down—and then he bowled Griffith lock, stock and barrel, and Cambridge were all out for 223.

Oxford were thus left with three-quarters of an hour's batting before luncheon and 305 runs to get in five hours 40 minutes. Some incurable optimists spoke cheerfully of Oxford's chances, and it is true that the game was not necessarily over. We watched the light roller do its work, and noted that Benn and Halliday were opening the Oxford batting.

BENN SOON OUT
They shaped rather shakily to Jahangir Khan and Wooller, who bowled from the nursery end. Several times the ball went perilously near the edge of the bat, and then, with only one run on the board, Benn cut Wooller firmly into the hands of Parker in the gully. A poor start, and even de Saram was fallible. He did hit Wooller easily through the covers, but then, rather ominously, he gave a chance to second slip off Jahangir Khan. Still, de Saram is a very good player, and just when we thought that Oxford would reach the luncheon interval without further disaster Jahangir Khan brought one back sharply, and sent Halliday's middle stump caving in, 20—2—4 read the score-board, and Oxford supporters faced their cold salmon without any real enthusiasm.

It would, I think, have choked them entirely had they known that two runs later Mitchell-Innes would be lbw to Parker, and when Walker was caught at the wicket off Jahangir Khan they could only shake their heads in miserable silence.

The rout had fairly started. At 3, de Saram gently lifted a ball from Jahangir Khan to Hotchkiss at short leg, and Cambridge felt that they had cleared their last serious hurdle. Seamer looked obstinate, but he leant forward trustfully to Grimshaw and was stumped. Then Parker struck another blow by catching Singleton brilliantly in the gully off Jahangir Khan.

KIMPTON'S PLUCKY BATTING
Seven wickets down at three o'clock for 45 runs, and Parker had every reason for thinking that all was gas and gaiters. It was here that young Kimpton stepped in and struck Grimshaw and Jahangir Khan merely to the boundary. So well did he play that he made us wonder what fell enchantment had fallen upon the earlier Oxford batsmen. Clearly the wicket was not to blame.

No bowler troubled Kimpton. His eye and his footwork were quick, his confidence admirable. He nursed the bowling, and for three-quarters of an hour he and Darwall-Smith made light of the Cambridge attack. When at last Kimpton did go, lbw to Cameron, he was applauded the whole way back to the pavilion, and well he deserved it. The Oxford total then was 94 for eight wickets, and the end was near.

Darwall-Smith snicked Wooller to Jahangir Khan at second slip after staying courageously for an hour. Legard broke his bat, hit a couple of ferocious fours, skied Cameron to Gibb, trotted into the pavilion and Cambridge had gained a very notable victory.

CAMBRIDGE	
N. S. Hotchkiss, b Singleton...	29
P. A. Gibb, c M. Innes, b D. Smith...	43
M. Tindall, lbw, b Ballance...	53
N. W. D. Yardley, st Kimpton, b Ballance...	19
H. T. Bartlett, b Ballance...	0
G. W. Parker, not out...	78
W. Wooller, b D. Smith...	20
M. Jahangir Khan, c Benn, b Singleton...	30
S. C. Griffith, b Legard...	0
J. H. Cameron, c Halliday, b Singleton...	14
J. W. T. Grimshaw, b D. Smith...	1
B. 5, 1-b 7, w 1, n-b 4	17
Total	302

Second Innings	
N. S. Hotchkiss, b Legard...	30
P. A. Gibb, c Halliday, b Singleton...	26
M. Tindall, b Legard...	12
N. W. D. Yardley, run out...	38
H. T. Bartlett, c Kimpton, b Legard...	24
G. W. Parker, b D. Smith...	14
W. Wooller, c Ballance, b Legard...	35
M. Jahangir Khan, c M. Innes, b Legard...	26
S. C. Griffith, b Legard...	6
J. H. Cameron, lbw, b Legard...	0
J. W. T. Grimshaw, not out...	1
B. 7, 1-b 2, n-b 4	13
Total	223

OXFORD	
D. F. Walker, c Grimshaw, b J. Khan...	15
A. Benn, c and b Cameron...	46
F. C. de Saram, c and b Cameron...	85
N. S. Mitchell-Innes, lbw, b Cameron...	1
J. W. Seamer, c Parker, b Cameron...	4
R. C. M. Kimpton, lbw, b Cameron...	4
J. G. Halliday, b J. Khan...	5
A. P. Singleton, b Grimshaw...	33
R. F. H. Darwall-Smith, b Cameron...	3
A. R. Legard, not out...	4
B. 5, 1-b 4	9
Total	221

Second Innings	
D. F. Walker, c Griffith, b J. Khan...	4
A. Benn, c Parker, b Wooller...	1
F. C. de Saram, c Hotchkiss, b J. Khan...	22
N. S. Mitchell-Innes, lbw, b Parker...	0
J. W. Seamer, st Griffith, b Grimshaw...	3

LORD AMPHILL

Oxford Rowing Blue

(Special Air Mail Service)

London, July 12

Lord Amphil, who died last night at the age of 66, was distinguished by his early ability as an oarsman, his work as an administrator and his service as a colonel in France, but above all by the unselfishness and enthusiasm he brought to any task he set himself. He was a notable figure—6ft. 4in. in height, and bearded.

As a boy of 15 he succeeded his father in the title. Two years later he was in the Eton eight, demonstrating the rowing proficiency which was to give him his place in the Oxford boat in 1889, 1890 and 1891, and to enable him, with Guy Nickalls, to win the Silver Goblets twice.

He had served as president of the Oxford Rowing Club and as president of the Union before embarking on a political career. In 1895 he contested Fulham in the L.C.C. elections and then became private secretary to Mr. Joseph Chamberlain.

In 1900 he relinquished that duty and went to India as Governor of Madras. During his five years' tenure of office he acted temporarily as Viceroy and Governor-General.

SERVICE IN FRANCE
A spell as a lieutenant in the Royal 1st Devon Yeomanry was followed by his taking command of the 3d Bn. the Bedfordshire (now the Bedfordshire and Hertfordshire) Regiment, and it was while he was acting in this capacity that the war broke out.

He went to France later to command the 8th Service Battalion of his regiment and afterwards the 13th Battalion of the Leicestershire.

At the end of the war he settled down again to various tasks. One was that of Pro. Grand Master of the United Lodge of Freemasons of England. Only in April last he was proclaimed Pro. Grand Master for the 28th year—a period of service far longer than that of any predecessor.

He succeeded the Duke of Bedford as chairman of the Bedfordshire County Council in 1928. Yearly, too, he was elected president of the National Fire Brigades Association. In 1931 he was president of the Magicians' Circle, although he never boasted any skill as a conjuror.

In 1894 Lord Amphil married Lady Margaret Lygon, daughter of the sixth Earl Beauchamp, and a Lady-in-waiting to the Queen. He is succeeded by the eldest of his four sons, Lt.-Comdr. John Hugo Russell, who married in 1918 Miss Christabel Hulme Hart.

The new peer, who is 38, was a prominent figure in the famous law case in which a question was raised as to the legitimacy of the son of his marriage. Three years after the issue was raised the courts finally determined in 1924 in favour of the infant.

CAMBRIDGE—First Innings	
Legard	18 8 33 1
Darwall-Smith	30.3 6 75 3
Mitchell-Innes	3 1 3 0
Singleton	36 14 66 3
Ballance	38 12 92 3
Halliday	6 1 16 0
Halliday bowled one wide, and one no-ball and Legard, Darwall-Smith and Singleton each one no-ball.	
Second Innings	
Legard	25.1 10 36 7
Darwall-Smith	25 3 59 1
Ballance	28 7 75 0
Singleton	17 5 39 1
Mitchell-Innes	3 2 1 0
Darwall-Smith bowled three no-balls and Legard one no-ball.	
OXFORD—First Innings	
Jahangir-Khan	28 4 62 2
Wooller	12 2 25 0
Grimshaw	20 6 42 1
Cameron	25 3 73 7
Parker	6 3 10 0
Second Innings	
Jahangir-Khan	25 10 31 4
Wooller	7 2 19 2
Parker	11 5 12 1
Grimshaw	5 0 11 1
Cameron	11.3 2 28 2

U. S. BASEBALL

Two Matches Played

New York, July 29.

Only two matches were scheduled in each of the major Baseball Leagues in America to-day, but one of the ties was postponed on account of rain.

Neither the Yankees nor the Giants were engaged but both their rival teams were beaten.

The Detroit Tigers, who lead the New York outfit in the American League, lost to Cleveland Indians by a single run although the Tigers out-hit their opponents.

St. Louis Cardinals, who are second to the New York Giants in the National League, fell to the Pittsburgh Pirates, also by a single run.

Results of to-day's matches follow:

NATIONAL LEAGUE	
St. Louis	R. H. E. 2 4 0
Pittsburgh	3 11 2
(Martin scored a home run for the Cardinals)	

The match between the Philadelphia Phillies and Boston Braves was postponed on account of rain.

AMERICAN LEAGUE	
Detroit	R. H. E. 5 14 1
Cleveland	6 9 0
(Goose Goslin scored a home run for the Tigers)	
Chicago	7 14 0
St. Louis	2 3 1
(West scored a home run for the Browns)	

Reuter.

FRED PERRY

To Enjoy Himself

(Special Air Mail Service)

London, July 18.

"And now, what next?" I asked the twice-crowned champion of Wimbledon, Fred Perry.

Perry grinned. "For the moment, I'm going to enjoy myself. I'm out of training."

"Next week I'm going to the office—my new job, you know; and then back into training. From the end of next week onwards 'Roper' (Mr. H. Roper Barrett) takes charge of us for Davis Cup purposes. We shall train at Eastbourne. If I'm wanted for the 'friendly' match against the Australians there I shall certainly play."

"You ask whether I'd prefer to win Wimbledon or help to win the Davis Cup. Both give very nice sensations to the lucky men, but the Cup has its own special value as a team contest. Anyhow, the one has got to follow the other this year; I mean, we will do both again."

WORST STROKES

"I have been 'chipped' a little about that match against Jack Crawford. Apparently the play wasn't very sparkling. I believe that Jack and I have played against each other so often that we have got a little bored with each other. We know now so much about each other's weaknesses that matches between us are developing into a display of his and my worst strokes."

"Von Cramm and I are less well known to each other, which may have accounted for the fact that the final may have looked better than the semi-final. It is a nervy business defending a title, with the others all 'running' for you."

SPEED ASHES FOR ENGLAND

(Special Air Mail Service)

London, July 18.

Speedway's Ashes returned to England last night when, at Manchester, England defeated Australia by 59 points to 48 and so gained their third successive win—and thereby the rubber.

It was by no means a runaway win, but England were always ahead. Unfortunately Australia lost Case for the first half of the match, following a fall on his first appearance.

He turned out for two heats afterwards and was placed both times, but it is not difficult to imagine the effect a break in the famous Case-Grosskreutz partnership had on the match.

Langton, the England captain, was the outstanding individual rider, for he suffered only one reverse. That came in heat nine when he met Arthur Wilkinson, who up to that point was unbeaten.

The second half did not go so well for the Australian "star," who had only one point from his last two rides, a fall checking his sequence of wins. Nevertheless Wilkinson, with 13 points, was Australia's top scorer. Johnson collected 11 points for them, but no other reached double figures.

HEAT WINNERS

1. Langton (E.), 78 s. 2. Wilkinson (A.), 78.4 s. 3. Crosskreutz (A.), 77.6 s. 4. W. Kitchen (E.), 78.2 s. 5. Wilkinson (A.), 78.4 s. 6. Langton (E.), 79.6 s. 7. Johnson (A.), 78.8 s. 8. Wilkinson (A.), 79.2 s. 9. Kitchen (E.), 79 s. 10. Langton (E.), 78.4 s. 11. Wilkinson (A.), 78.8 s. 12. Abbott (E.), 79 s. 13. Johnson (A.), 78.8 s. 14. Abbott (E.), 80 s. 15. Langton (E.), 79.4 s. 16. Johnson (A.), 78.6 s. 17. Langton (E.), 80 s. 18. Farndon (E.), 79.6 s.

Wimbledon were beaten in their home challenge match on Saturday by the Rest of London, who totalled 43 points to 27.

Claude Rye, a former English Test rider, made a reappearance after a long absence from English tracks, but on his last appearance he was involved in a collision with his team-mate, Eric Collins. Rye had to be carried off the track on a stretcher, but luckily he escaped serious injury.

Luton defeated Wembley by 31 points to 22 in a challenge match at Luton.

much more so, I found, than last year, when I had all to gain and nothing to lose.

"I was so afraid all through the match that Von Cramm would 'hit a streak.' That fear continued right into the last set. The match did not tire me physically, but mentally and nervously I had had all I wanted."

Von Cramm, who left London to prepare for the German-Czechoslovakian Davis Cup match at

Prague, said that it was the great speed and fine length kept by Perry that baffled him.

"Always Perry was getting that extra foot of length that prevented me from developing my attacks."

The comment of H. W. Austin, Perry's Davis Cup colleague, was brief.

"It was the best game Fred has ever played," he said. "Phenomenal."

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Around the Courts

DEATH BY MISADVENTURE

The inquest on the death of Kwok Tai-kam, the small girl who was knocked down by a car driven by Mr. J. B. Gardiner on July 7, and later dying of her injuries, at the Government Civil Hospital, was continued before Mr. W. Schofield at Central Magistracy yesterday. The jury members were: Messrs. W. J. D. Roberts, (foreman), F. A. Elms and L. D. Fernandes.

Further evidence was given by Sergeant C. Blackburn who tested the brakes of car No. 3347, a Ford Saloon owned by Mr. T. Bird, after the accident and found them to be a little out of order. Witness also testified that he had been to the Government Civil Hospital to see the little girl but was unable to get any statement from her as she was unconscious at the time.

Sergeant T. McInnes also gave evidence regarding the efficiency of the brakes, stating that when he tested them the footbrake proved to be 41 per cent efficient, the handbrake 29 per cent efficient and the two brakes applied together 48 per cent efficient. When asked by Mr. Roberts, foreman of the jury, as to what would be the normal distance in which a car should pull up when being driven at 25 m.p.h., witness replied between 35 to 40 feet, with the footbrake alone.

Mr. T. Bird said that the brakes had been reined sometime during last December and the car had been sent to Ah Wai's Garage periodically for overhaul.

KNOCKED DOWN DOG

Mr. Gardiner was then called to the witness box again and from further evidence given by him, it appears that on the day of the accident he had also knocked down a dog belonging to Mrs. Crozier whom he passed on the Road over the Tatum Tuk dam previous to the fatal accident earlier in the afternoon. Witness had offered to take both Mrs. Crozier and the dog home, the other being accepted, but witness stated that the knocking down of the dog had not upset his nerves at all, and he had driven particularly slowly back to town as he knew that the brakes of the car were not absolutely efficient.

JURY'S REMARKS

At the conclusion of this evidence the jury returned a verdict of "Death by misadventure," adding that in view of the driver's knowledge of the state of the brakes of the car they considered that his speed at that particular spot and his lack of observation of the road was somewhat deserving of censure.

SHARP SENTENCES PASSED

When they made their appearance before Mr. Wynne-Jones yesterday on a charge of having conspired to commit a robbery at the San Yau Wo grocery shop, No. 1 Portland Street, on July 26, last, Chan Cheung, 33, and Tsang Sau, 34, were both found guilty, first defendant being sentenced to three months' hard labour while the second defendant was given a term of six months, it being stated that he had a previous conviction against him.

MAINTENANCE CASE

Chan Ting-Kwong, a 21-year-old Chinese student, who was summoned for maintenance by her 18-year-old wife, Pang Ting-ha, was ordered to pay to complainant a monthly maintenance of \$25 by Mr. Thomson at Kowloon Magistracy yesterday who also made the order that complainant should keep the child.

Mr. Leo D'Almada, Sr. appeared on behalf of the complainant, while the defence was conducted by Mr. F. I. Zimmern.

Defendant, giving evidence, said that he is at present a student of Ying Wah College, Kowloon, studying in Class 3. His marriage was arranged by his parents. Witness had no means of supporting himself or his wife and they were dependent on his people.

After further evidence was taken, His Worship made the order as mentioned.

HARBOURING A GIRL

Six months' hard labour were imposed on Chung Kiu, 27-year-old unemployed who was found guilty of harbouring an unmarried girl, Chiu Yu-nga, age 18, at No. 28, Southwall Road, first floor, between July 20 and 27 without the consent of her father, when defendant made his second appearance before Mr. E. I. Wynne-Jones at Kowloon Magistracy yesterday. The complainant was Chiu Hun, the father of the girl concerned in the case.

Inspector K. W. Andrew of the S.C.A. was in the charge of the prosecution.

Giving evidence, complainant said that he had known defendant for over a month. Witness's daughter disappeared from his house on July 18 last, and two days later, he went out to look for her. He went to defendant's house, but got no information, and when he went there a second time he was given the same answer by defendant's family. Continuing, witness said he went to defendant's house once again, and on this occasion defendant was abusive, saying he had better go to the Police Station and report the matter. Witness, however, did not go to the Police Station, but went around the streets in the hope of seeing her. While he was at Southwall Street, he saw his daughter in the verandah of No. 28 Southwall Road. The Police were told of the matter and the defendant was then arrested.

Defendant said he had paid a visit to complainant's house, and the latter told him that he would let any man marry his daughter provided he could support her. Defendant gathered that the girl was keen on him. She suggested to defendant that he should get a cubicle in some house and live together. Defendant said he had no money, and the girl told the defendant she had a quarrel with her father and had ran away. The girl said that she was old enough, and if there should be any trouble, she did not mind being put into gaol.

The girl's father, questioned by His Worship, still said he would not consent to the marriage of his daughter to defendant. His Worship convicted defendant, and the mentioned sentence was accordingly passed.

INDIAN CONSTABLE CHARGED

For procuring or causing to be obtained, bribes, and also for assault and unlawful arrest, an Indian Constable, Munsha Singh, was brought before Mr. W. Schofield at the Central Magistracy yesterday. The defendant pleaded not guilty to all the charges.

Mr. W. P. Thompson, Assistant Superintendent of Police, asked for a remand until, to-morrow, and also asked for heavy bail as it was a most serious case.

Mr. Schofield fixed the hearing of the case for 2.30 p.m. to-morrow and fixed bail at \$750.

EUROPEAN FINED

Convicted on a summons for disobeying a traffic signal at the junction of Queen's Road and Pokfulam Road on July 11, Mr. D. F. Davies of the Hong Kong University was fined \$10 by Mr. W. Schofield at the Central Magistracy yesterday morning. From evidence given by a Chinese Constable, Wong Kwai, it appeared that the defendant was concentrating on a bus which he had seen a long way ahead of him and completely forgot about the red light which was against him when he turned into Queen's Road. He realized his mistake when he hit a taxicab which had been given the right of way to turn up Pokfulam Road, and the constable on duty at this junction pointed out the red light which was still against him.

Several charges of obstructing the police and assault were preferred against Chan Kwai-wah, 41, Tang Kiu, 70, licensed woman hawker, and Chan Chan, 50, at Kowloon Magistracy yesterday and after evidence was taken the first charge against first defendant was dismissed, but he was fined \$50, in default, six weeks' hard labour, on the second and \$15, or seven days, on the third. Second defendant was fined \$10, in default, 15 days, and third defendant was fined \$10, or 15 days, and \$75, or two months, respectively.

ARSON CASE ENDS

Both Defendants Guilty

The wife of Ng Yuk Chuen sobbed unrestrainedly when sentence was pronounced on her husband at the Criminal Sessions yesterday afternoon, and was lead away from the Court Room while her husband was lead down to the cells preparatory to being sent to prison, to serve his term of imprisonment.

He was sentenced to three years, while Ng King Chiu (his uncle) was found guilty of being an accessory before the fact and sentenced to seven years' imprisonment with hard labour.

Both faced charges in connection with a fire that occurred at the Sam Man Towel Factory situated at 104, Fuk Wah Street, in the early hours of May 24, the first defendant (Ng Yuk Chuen) being accused of setting fire to the premises in question, while the second defendant (Ng King Chiu) was charged with being an accessory before the fact.

The jury which was composed of the Messrs. Donald Forbes (foreman), W. A. Zimmern, A. F. da Luz, Edwin K. K. Kong, V. Singer, Carlos Chan, and A. E. Tavares, did not retire for more than ten minutes. They returned to say that they found both guilty, but that they specially recommended that the first defendant be shown mercy, as he probably had a lot of pressure placed on him by his uncle, and had therefore committed the offence.

The Puisse Judge, Mr. Justice R. E. Lindsell addressing the prisoners said that he concurred with the jury's verdict.

To the second defendant, he said that procuration of the act of arson, was as bad as if he had set fire to the place itself. He (defendant) was not only willing to risk the lives of the members of his own family, but those of the people next door, and all for "a paltry" sum of \$3,000.

When sentence was passed on second defendant, he cried aloud and was lead down stairs from the prisoner's box, weeping.

YOUTH CONSIDERED

Addressing the first defendant, Mr. Justice Lindsell said that in view of his (defendant's) youth and that he acted under the direction of his uncle, they (the jury) had recommended him to leniency. But for this recommendation, a sentence of five years would have been imposed, but as a result of "that recommendation," I have sentenced you to 3 years.

After the cross examination of the two accused, Mr. J. A. Fraser, Assistant Attorney General, addressing the jury said that the prosecution had he felt, proved their case.

The reliability of the crown witnesses was one of the strongest points in favour of their case. His learned friend had objected to them on the grounds that their story was "incredible," and it was suggested that the second defendant after the failure of the first attempt to fire the premises on May 21, and with the knowledge that a number of people had got to know of his intentions with regard to the premises, would not have proceeded with his plans.

PREMISES INSURED

Was it not easy, asked the Assistant Attorney General to set fire to the premises and rush out, without any loss of life? First defendant at the time of the outbreak was in the basement, yet he had escaped without a hurt. Evidence offered by the Crown had been sufficient to prove that the premises were insured and that there were a number of debts waiting for settlement.

If they (the jury) found the first defendant guilty, then they may be sure that there was intent to defraud. The jury, said Mr. Fraser, had to weigh the evidence of the three witnesses of the Crown against the story of the two accused, and make their decision accordingly.

THE DEFENCE

Rising on behalf of the second defendant (the first not being represented legally) Mr. H. C. Macnamara (who was instructed by Mr. Peter Sin) said that it was unfortunate that the jury had to listen at such length to his learned friend, points of whose evidence had been "endless contradictions." Was it not highly improbable that second defendant who was well aware of the fact that four others

ERADICATING RABIES

(Continued from Page 7.)

lar and the owner is given a certificate. The danger of this method is that the collar is liable to be transferred to an un inoculated dog.

CHOW DOGS

In Hong Kong however, the situation appears to be even more baffling, because of the predominating number of a certain breed, namely the chow-dog. It is common knowledge that chow dogs have a very close resemblance to each other. This being the case, any system of photography for the purpose of the certificate as a means of identification would be of little value. However, the real difficulty in identification arises, when an owner, whether of a village-house, or a junk has more than one dog of the same sex, colour and breed.

In the absence of an alternative method of identifying the inoculated dog, I would like to take this opportunity to advise now, as I suggested to the Colonial Veterinary Surgeon last year, that when a dog is inoculated, it can be simultaneously tattooed with a special mark on the body. The tattoo-mark need only be a distinguishing mark and no more. When this is carried out, all dogs caught without such marks should be dealt with as stray dogs.

I sincerely believe that the adoption of this device together with the issuance of the collar-badge and the certificate, would solve the problem and render the identification of the inoculated dog trebly assured.

IMMEDIATE ACTION

In conclusion I need hardly remind members of the seriousness of the situation as revealed by the recent deaths from human rabies in the Colony. I am strongly of the opinion that it is imperative that a system of compulsory inoculation should be adopted without delay.

In dealing with such a dreaded disease as rabies no trouble and expense are too great for its eradication and Medical Science has laid the method at our very door.

I consider the great benefit to be derived from the proposed measure will far out-weigh any reasonable expenditure. I have much pleasure in seconding the motion.

THOSE PRESENT

Those present at the meeting were: Mr. W. J. Carrie (President), Dr. G. W. Pope, (Medical Officer of Health), Mr. Wong Kwong Tin, Mr. M. K. Lo, Mr. C. F. Bellamy, Dr. R. A. de Castro, Basto, Dr. Li Shu Fan, Mr. C. J. Roe (Secretary) and Mr. Im Ping Tsung (Assistant Secretary).

The remainder of the business dealt with was the granting of licences to eating houses in several parts of the Colony.

knew of his intentions to set fire to the place, would do so two days after the discovery, instead as was more probable, of going to hide himself somewhere? As regards his learned friend's instructions to the jury to notice the demeanour of the Crown witnesses, he (Mr. Macnamara) wished to point out that one fidgetted restlessly, while another, mumbled. What was probably the solution to their difficulties in Court, would most likely be found in the person of Tong Tam Kwong, the manager who left for Canton, ostensibly to stay only for a week. His disappearance was "miraculous."

BENEFIT OF DOUBT

There was no evidence to show how the fire originated. All three witnesses for the Crown said that they had heard him (second defendant) say that he intended to set light to the premises but had not actually seen him in the act. There were one hundred and one ways in which the fire might have started, and his client had made emphatic denials that he had anything to do with the crime. Turning to the jury again, Mr. Macnamara said that the charge against his client was serious, and he would ask them to weigh all the evidence before them before they reached their decision. After a lengthy summing up, His Lordship warned the jury that if they had any doubt for any one or both of the defendants, one or both were entitled to the benefit of the doubt. The jury then retired and returned after a short while, to return the verdict as stated above.

SUTCLIFFE OUT OF TEST

Troubled By Side Injury

(Special Air Mail Service)

London, July 18.

England will be without Herbert Sutcliffe, the Yorkshire batsman, in the third Test match against South Africa, beginning at Leeds to-morrow.

Yesterday Sutcliffe informed the England selectors that he would have to stand down owing to injury. He strained his side in the Lord's Test, and although he batted on Saturday in the county match with Surrey the injury still troubles him.

Sutcliffe has been England's regular opening batsman for the last 11 years. He has missed few Tests—and those only through injury.

Last season he was absent from the fourth match against Australia—curiously enough, at Leeds—owing to a leg injury.

At the moment, it is understood, it is not the intention of the selectors to add to the list of players from whom the England team will be chosen on the morning of the match.

Probably Barber, another Yorkshire player, or D. Smith, of Derbyshire, will open the innings with the captain, R. E. S. Wyatt.

Meanwhile, the South Africans are doubtful about the fitness of Xenophon Balaskas, the googly bowler, who played a big part in England's defeat at Lord's. Balaskas strained his bowling arm in the match with Notts at Trent Bridge, and had to retire from the game yesterday.

WYATT NOT FOR NEW ZEALAND

Although he was invited to lead the M.C.C. team in New Zealand next winter, R. E. S. Wyatt has decided to rest from cricket. E. R. T. Holmes, the Surrey captain, has, therefore, been asked to take charge of the team.

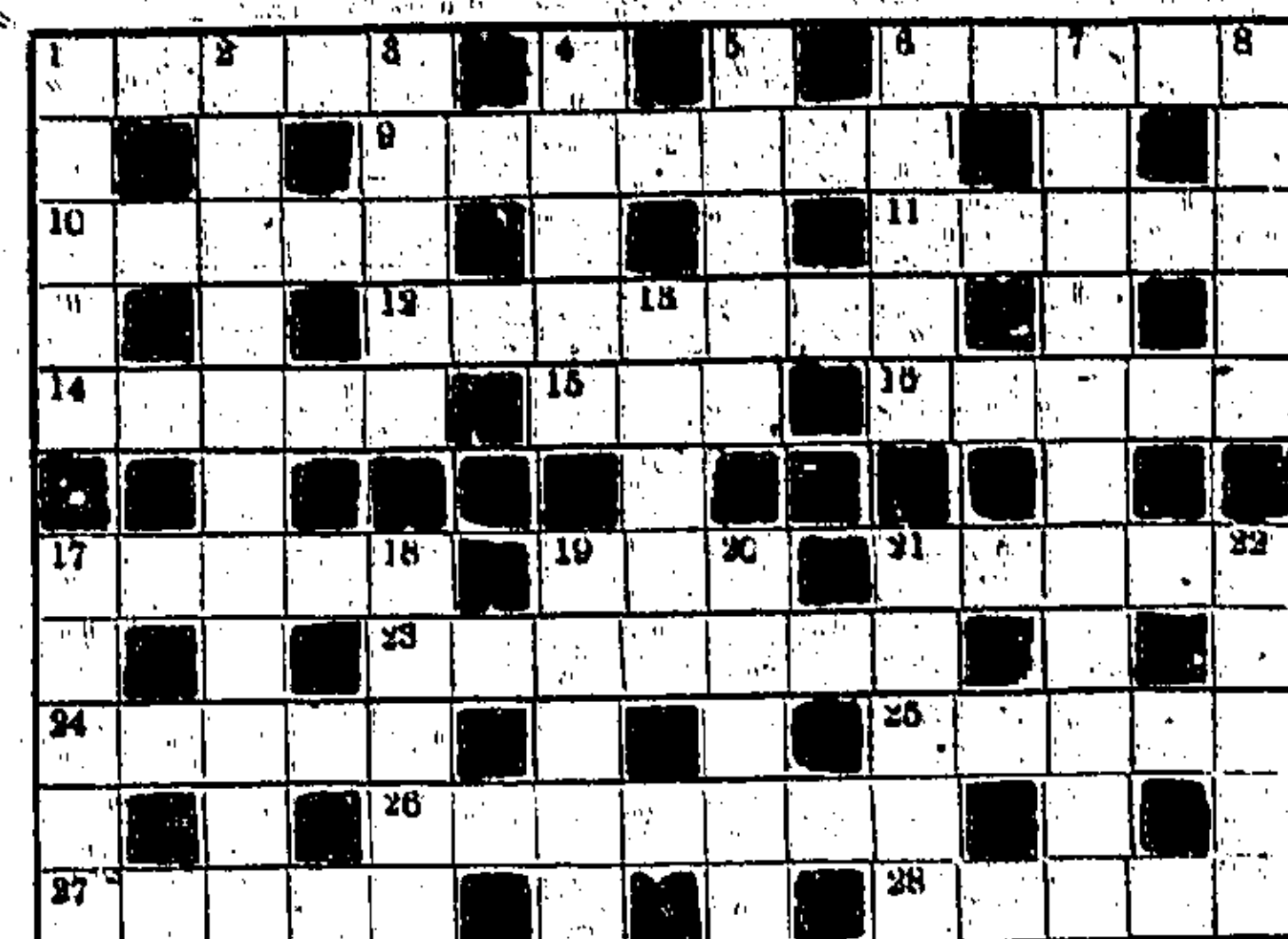
Inopportune

Only one could swim, and when they went bathing together the non-swimmer unfortunately got into difficulties.

His friend went to his assistance and supported him as long as he could.

"Ikey," he said at last, "do you think you could float alone?" "Float a loan," spluttered his friend. "Is this a time to talk of business?"

CROSSWORD PUZZLE



NOTE—Figures in parentheses indicate number of letters in the words required.

- Across
- 1—Fruitful appointments, one imagines (5).
 - 2—A covering for neck and shoulders (5).
 - 3—We own the back of this room, anyway (7).
 - 4—Liquid deposits therein are said to produce subsequent floral growth (5).
 - 5—Possessed—that's quite admitted (5).
 - 6—It's cold to the boxer, and dangerous to shipping (7).
 - 7—Parcel out (5).
 - 8—Found on both land and sea highways (3).
 - 9—Comparatively safe—but safer is not the right answer (5).
 - 10—Passed out by degrees, shall we say? (5).
 - 11—Became seated (3).
 - 12—An atmospheric element in an organ (5).
 - 13—Administer a mixture of pale dip (7).
 - 14—Cut a girl in the Southern Railway (5).
 - 15—Same again please (5).
 - 16—Cheer (7).
 - 17—Do chain-breakers have to be called in to release workers therefrom? (5).
 - 18—Domineers, in a sense (5).

- Down
- 1—Am more than halfway through a theatrical composition (5).
 - 2—Hyphenated birds symbolical of mutual affection (11).
 - 3—Do this to the previous answer, and you'll find reptile first, and birds second (5).
 - 4—Welcome, certainly, but a watery one north of the Tweed (5).
 - 5—100 across? (No such thing, you'll say—yet it'll give you concealment!) (5).
 - 6—Aristophanes made play of these creatures (5).
 - 7—"Green cat-god" (anagram) (11).
 - 8—Sub (5).
 - 9—Only commonplace, this (5).

- 14—When in the melting-pot things are liable to be this (5).
- 15—Ventures (5).
- 16—Discover that the Cockney might be in for a dig, we hear! (5).
- 17—Applicable only to the lower reaches of a river (5).
- 18—Mathematical reptile (5).
- 19—Such retreats are O.K. in a backward relative (5).

The following is the solution of yesterday's puzzle:—
Across.—1, Shortcomings; 7, Reliant; 9, Rituals; 11, Professorship; 13, Esprit de Corps; 15, Tea-cake; 16, Intermittent.

Down.—1, Salop; 2, Title; 3, Orris; 4, Interpret; 5, Gnash; 6, Crescent; 8, Abominate; 10, Suppress; 12, Sue; 14, Prawn; 15, Dream; 16, Chant; 17, Short.

THE TWO HELENS IN HIDING

(Special Air Mail Service)

London, July 12.
After their great duel in the women's singles lawn tennis championship final at Wimbledon, on Saturday, Mrs. Helen Wills Moody, the victor, and Miss Helen Jacobs spent the week-end hiding somewhere in the country.

According to a message from New York Mr. Harry Myers, an American Legion official, has offered them \$5,000 to become professionals and play one match at Los Angeles. The purse would be divisible between the players.

Mrs. Moody has accepted the American L.T.A.'s invitation to her to represent her country in the Wightman Cup matches against England at Forest Hills next month. She will thus have an opportunity of avenging her Beckenham defeat by Miss Stammers, the only British player to beat her since she first won the title at Wimbledon in 1927.

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Fukuen Maru, O.S.K., August 8.
Taima, B.I. (Apar), August 8.
Haiyang, Douglas, August 9.
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Hangsang, Jardine's, August 11.

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Neckar, Melchers, August 11.
Patroclus, B. & S., August 17.

Foochow.

Haitan, Douglas, August 2.
Szechuen, B. & S., August 4.
Haining, Douglas, August 6.
Yunnan, B. & S., August 8.
Haiyang, Douglas, August 9.
Hangsang, Jardine's, August 11.
Haitan, Douglas, August 13.

Hankow.

City of Hereford, Bank Line, July 31.

JAPAN (Direct).

Talhybys, B. & S., August 1.
Alaska Maru, O.S.K., August 5.
Suisang, Jardine's, August 6.
Kutsang, Jardine's, August 14.
Atsuta Maru, N.Y.K., August 15.
Tyndareus, B. & S., August 22.

Newchwang.

Newchwang, B. & S., August 3.

Shanghai and Japan.

City of Hereford, Bank Line, July 31.
Conte Verde, Lloyd Triestino, August 1.
Ruh, Jensen's, August 1.
Pres. Jefferson, A.M. Line, August 2.
Deucalion, B. & S., August 2.
Duisburg, Jensen's, August 3.
Kashima Maru, N.Y.K., August 3.
Tanda, E. & A. S.S. Co., August 3.
Panama, E.A. Co., August 6.
Soudan, P. & O., August 6.
Calchas, B. & S., August 7.
Naldara, P. & O., August 8.
Taima, B.I. (Apar), August 8.
Duisburg, Jensen's, August 9.
Emp. of Canada, C.P.S., August 9.
President Coolidge, Dollar's, August 9.
Toussaint, Thoresen's, August 10.
Chenonceaux, Messageries, August 11.
Neckar, Melchers, August 11.
Diomed, B. & S., August 13.
Potsdam, Melchers, August 13.
Yasukuni Maru, N.Y.K., August 14.
Noshiro Maru, N.Y.K., August 14.
Tatsuta Maru, N.Y.K., August 14.
Pres. Jackson, A.M. Line, August 15.
General Lee, States Co., August 17.
Tai Ping Yang, Doddwell's, August 18.
Canton, Gilman's, August 20.
Ranpura, P. & O., August 22.
Sirdhana, B.I. (Apar), August 22.
Emp. of Russia, C.P.S., August 23.
D'Artagnan, Messageries, August 24.
Pres. Lincoln, Dollar's, August 25.
Pres. McKinley, A.M. Line, August 30.

SHANGHAI AND VIA PORTS.

Sandviken, Jardine's, July 31.
Tainan, B. & S., July 31.
Conte Verde, Lloyd Triestino, August 1.
Newchwang, B. & S., August 2.
Yohow, B. & S., August 2.
Newchwang, B. & S., August 3.
Daviken, Jardine's, August 4.
Hoihow, B. & S., August 4.
Szechuen, B. & S., August 4.
Fooking, Jardine's, August 7.
Taitian, B. & S., August 7.
Tjinegara, J.C.J. Line, August 7.
Nanning, B. & S., August 8.
Chakang, Jardine's, August 11.
Neckar, Melchers, August 11.
Patroclus, B. & S., August 17.
Teitras, B. & S., August 29.

Swatow.

Sandviken, Jardine's, July 31.
Seistan, Douglas, July 31.
Van Hentz, J.C.J. Line, July 31.
Haitan, Douglas, August 2.
Yohow, B. & S., August 2.
Daviken, Jardine's, August 4.
Hoihow, B. & S., August 4.
Hozan Maru, O.S.K., August 4.
Seistan, Douglas, August 4.
Haitan, Douglas, August 5.
Kiangsu, B. & S., August 5.
Haining, Douglas, August 6.
Fooking, Jardine's, August 7.
Fukuen Maru, O.S.K., August 8.
Nanning, B. & S., August 8.
Yunnan, B. & S., August 8.
Haiyang, Douglas, August 9.
Canton Maru, O.S.K., August 11.
Hangsang, Jardine's, August 11.
Haitan, Douglas, August 13.

Takao.

Fukuen Maru, O.S.K., August 8.
Taku Haru, O.S.K., August 8.

Tientsin.

Yunnan, B. & S., August 8.
Hangsang, Jardine's, August 11.

Tokyo.

Sandviken, Jardine's, July 31.
Daviken, Jardine's, August 4.
Szechuen, B. & S., August 4.
Fooking, Jardine's, August 7.
Nanning, B. & S., August 8.
Neckar, Melchers, August 11.

Wei Hai Wei.

Yunnan, B. & S., August 8.

EASTWARD

FROM HONG KONG TO NORTH
AND SOUTH AMERICA

Bahia.

Pres. Coolidge, Dollar's, August 10.
Yomachichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Pres. Lincoln, Dollar's, August 25.

Baltimore.

Yomachichi, States Co., August 10.
Kwanai Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomachichi, States Co., August 10.
Noshiro Maru, N.Y.K., August 14.
Tai Ping Yang, Doddwell's, August 18.
Pres. Lincoln, Dollar's, August 25.

Boston and New York.

Kwanai Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomachichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Pres. Lincoln, Dollar's, August 25.

Cebu.

Kwanai Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomachichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Pres. Lincoln, Dollar's, August 25.

Honolulu.

Emp. of Canada, C.P.S., August 9.
Pres. Coolidge, Dollar's, August 10.
Tatsuta Maru, N.Y.K., August 14.
Pres. Lincoln, Dollar's, August 25.

Los Angeles.

Kwanai Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Noshiro Maru, N.Y.K., August 14.
Tatsuta Maru, N.Y.K., August 14.
Tai Ping Yang, Doddwell's, August 18.
Pleasantville, Bank Line, August 25.
Pres. Lincoln, Dollar's, August 25.

Panama.

Kwanai Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomachichi, States Co., August 10.
Noshiro Maru, N.Y.K., August 14.
Tai Ping Yang, Doddwell's, August 18.
Pleasantville, Bank Line, August 25.
Pres. Lincoln, Dollar's, August 25.

Philadelphia.

Kwanai Maru, O.S.K., August 10.
Yomachichi, States Co., August 10.
Portland and Puget Sound
General Lee, States Co., August 17.
Pleasantville, Bank Line, August 25.

San Francisco.

Pres. Coolidge, Dollar's, August 10.
Tatsuta Maru, N.Y.K., August 14.
General Lee, States Co., August 17.
Tai Ping Yang, Doddwell's, August 18.
Pleasantville, Bank Line, August 25.
Pres. Lincoln, Dollar's, August 25.

Seattle.

Talhybys, B. & S., August 1.
Pres. Jefferson, A.M. Line, August 2.
Tyndareus, B. & S., August 22.
Pres. McKinley, A.M. Line, August 30.

Vancouver, B.C.

Talhybys, B. & S., August 1.
Emp. of Canada, C.P.S., August 9.
Tyndareus, B. & S., August 22.
Emp. of Russia, C.P.S., August 23.

Victoria, B.C.

Talhybys, B. & S., August 1.
Pres. Jefferson, A.M. Line, August 2.
Emp. of Canada, C.P.S., August 9.
Pres. Jackson, A.M. Line, August 16.
Tyndareus, B. & S., August 22.
Emp. of Russia, C.P.S., August 23.
Pres. McKinley, A.M. Line, August 30.

SOUTHWARD

FROM HONG KONG TO COAST
PORTS, MANILA, AUSTRALIA.

Australian Ports East and West.

Nellore, E. & A. S.S. Co., August 2.
Melbourne Maru, O.S.K., August 7.
Changte, B. & S., August 20.
Kitano Maru, N.Y.K., August 24.

Bahia.

Tjisdane, J.C.J. Line, August 6.
Hellas, Thoresen's, August 5.
Kiangsu, B. & S., August 5.
Hellas, Thoresen's, August 12.

Batavia.

Tjisdane, J.C.J. Line, August 13.
Roseville, Bank Line, August 22.
Pleasantville, Bank Line, August 25.

Belawan.

Himalaya Maru, O.S.K., August 1.
Isar, Melchers, August 14.
Borneo Maru, O.S.K., August 20.
Roseville, Bank Line, August 22.
Pleasantville, Bank Line, August 25.

Brisbane.

Nellore, E. & A. S.S. Co., August 2.
Melbourne Maru, O.S.K., August 7.
Changte, B. & S., August 20.
Kitano Maru, N.Y.K., August 24.

Cebu.

Changte, B. & S., August 20.
Silverdandal, Furness, August 25.
Kitano Maru, N.Y.K., August 24.

Daire.

Kiungchow, B. & S., August 2.
Kwangtung, B. & S., August 9.
Angir, Melchers, August 10.

Haitan.

Nellore, E. & A. S.S. Co., August 2.
Kiungchow, B. & S., August 2.
Kwangtung, B. & S., August 9.

Hoihow.

Friderun, Melchers, August 1.
Tjisdane, J.C.J. Line, August 6.

Manila.

Pres. Coolidge, Dollar's, August 1.
Emp. of Canada, C.P.S., August 2.
Nellore, E. & A. S.S. Co., August 2.
Peiping, Gilman's, August 3.
President Adams, Dollar's, August 3.
Tjisdane, J.C.J. Line, August 6.
Kulmerland, Jensen's, August 7.
Africa, Gilman's, August 10.
Angir, Melchers, August 10.
General Lee, States Co., August 10.
Pres. Jackson, A.M. Line, August 10.
Emp. of Russia, C.P.S., August 15.
Pres. Harrison, Dollar's, August 17.
Changte, B. & S., August 20.
President Lincoln, Dollar's, August 20.
Kitano Maru, N.Y.K., August 24.
Pres. McKinley, A.M. Line, August 24.
Silverdandal, Furness, August 25.
Laomedon, B. & S., August 25.
Pres. Lincoln, Dollar's, August 25.
Pres. Harrison, Dollar's, August 25.
General Forster, States Co., August 31.
President Hayes, Dollar's, August 31.

Medan.

Friderun, Melchers, August 1.
Tjisdane, J.C.J. Line, August 6.

Makassar.

Friderun, Melchers, August 1.
Tjisdane, J.C.J. Line, August 6.

Manila.

Pres. Coolidge, Dollar's, August 1.
Emp. of Canada, C.P.S., August 2.
Nellore, E. & A. S.S. Co., August 2.
Peiping, Gilman's, August 3.
President Adams, Dollar's, August 3.
Tjisdane, J.C.J. Line, August 6.
Kulmerland, Jensen's, August 7.
Africa, Gilman's, August 10.
Angir, Melchers, August 10.
General Lee, States Co., August 10.
Pres. Jackson, A.M. Line, August 10.
Emp. of Russia, C.P.S., August 15.
Pres. Harrison, Dollar's, August 17.
Changte, B. & S., August 20.
President Lincoln, Dollar's, August 20.
Kitano Maru, N.Y.K., August 24.
Pres. McKinley, A.M. Line, August 24.
Silverdandal, Furness, August 25.
Laomedon, B. & S., August 25.
Pres. Lincoln, Dollar's, August 25.
Pres. Harrison, Dollar's, August 25.
General Forster, States Co., August 31.
President Hayes, Dollar's, August 31.

Nellore, E. & A. S.S. Co., August 2.
Melbourne Maru, O.S.K., August 7.
Changte, B. & S., August 20.
Kitano Maru, N.Y.K., August 24.

Medan.

Kitano Maru, N.Y.K., August 24.

Pahol.

Kiungchow, B. & S., August 2.

Rahat.

Friderun, Melchers, August 1.

Nellore, E. & A. S.S. Co., August 2.

Salamana.

Friderun, Melchers, August 1.

Sandakan.

Hinsang, Jardine's, August 1.

Mausang, Jardine's, August 15.

Semarang.

Roseville, Bank Line, August 22.

Pleasantville, Bank Line, August 25.

Soerabaya.

Tjisdane, J.C.J. Line, August 6.

Roseville, Bank Line, August 22.

Pleasantville, Bank Line, August 25.

South Sea Islands.

Friderun, Melchers, August 1.

Tjisdane, J.C.J. Line, August 6.

Sydney.

CANADIAN PACIFIC ANNOUNCES

World's Greatest Travel System

Sailings for 1935

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Japan	Jan. 14	Jan. 16		Jan. 19	Jan. 21	Jan. 27	Feb. 1
E/Asia	Jan. 29	Jan. 31	Feb. 2	Feb. 4	Feb. 6		Feb. 15
E/Canada	Feb. 11	Feb. 13		Feb. 16	Feb. 18	Feb. 25	Mar. 1
E/Russia	Feb. 26	Feb. 28	Mar. 1	Mar. 3	Mar. 5		Mar. 14
E/Japan	Mar. 6	Mar. 8		Mar. 11	Mar. 13	Mar. 19	Mar. 24
E/Asia	Mar. 20	Mar. 22	Mar. 24	Mar. 26	Mar. 28		April 6
E/Canada	April 3	April 5		April 8	April 11	April 17	April 23
E/Russia	April 17	April 19	April 21	April 23	April 25		May 4
E/Japan	May 1	May 3		May 6	May 8	May 14	May 19
E/Asia	May 16	May 17	May 19	May 21	May 23		June 1
E/Canada	May 29	May 31		June 3	June 5	June 12	June 17
E/Russia	June 12	June 14	June 16	June 18	June 20		June 29
E/Japan	June 26	June 28		July 1	July 3	July 9	July 14
E/Asia	July 10	July 12	July 14	July 16	July 18		July 27
E/Canada	July 24	July 26		July 29	July 31	Aug. 7	Aug. 13
E/Russia	Aug. 7	Aug. 9	Aug. 11	Aug. 13	Aug. 15		Aug. 24
E/Japan	Aug. 31	Aug. 33		Aug. 26	Aug. 28	Sept. 3	Sept. 8
E/Asia	Sept. 4	Sept. 6	Sept. 8	Sept. 10	Sept. 12		Sept. 21
E/Canada	Sept. 18	Sept. 20		Sept. 23	Sept. 25	Oct. 2	Oct. 7

Sailings to MANILA

EMPRESS OF CANADA ... Aug. 2nd.
EMPRESS OF RUSSIA ... Aug. 15th.

Full information from your own Agent or

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TATSUTA MARU ... Wednesday, 14th Aug.
AYAMA MARU ... Wednesday, 14th Sept.

SEATTLE & VANCOUVER.
HEIAN MARU ... (Starts from Kobe) Monday, 13th Aug.
HIKAWA MARU ... (Starts from Kobe) Monday, 2nd Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
HAKUSAN MARU ... Saturday, 3rd Aug.
HARUNA MARU ... Saturday, 17th Aug.
KATORI MARU ... Saturday, 31st Aug.

SYDNEY & MELBOURNE via Manila and Ports.
KITANO MARU ... Saturday, 24th Aug.
ATSUTA MARU ... Saturday, 28th Sept.

BOMBAY via Singapore, Penang and Colombo.
GINOY MARU ... Sunday, 11th Aug.
+ TOKIWA MARU ... Wednesday, 28th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
HEIYO MARU ... Monday, 9th Sept.

NEW YORK via Panama.
+ NOSHIO MARU ... Wednesday, 14th Aug.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.
+ DELAGOA MARU ... Thursday, 15th Aug.

CALCUTTA via Singapore, Penang and Rangoon.
+ TSUSHIMA MARU ... Thursday, 8th Aug.
+ PENANG MARU ... Thursday, 15th Aug.
+ HAKODATE MARU ... Wednesday, 28th Aug.

SHANGHAI, KOBE & YOKOHAMA.
KASHIMA MARU ... Saturday, 3rd Aug.
YASUKUNI MARU ... Wednesday, 14th Aug.
ATSUTA MARU (Nagasaki direct) Friday, 16th Aug.

† Cargo only.
Tel. 30291



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To SHANGHAI — KOBE.

CHENONCEAUX ... 11th Aug.
D'ARTAGNAN ... 24th Aug.
ATHOS II ... 7th Sept.
ANDRE LEBON ... 21st Sept.
MARCEL JOFFRE ... 8th Oct.
SPHINX ... 19th Oct.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

PORTHOS ... 13th Aug.
CHENONCEAUX ... 23rd Aug.
D'ARTAGNAN ... 10th Sept.
ATHOS II ... 24th Sept.
ANDRE LEBON ... 8th Oct.
MARCEL JOFFRE ... 22nd Oct.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.
For Full Particulars, apply to:—

CL. Des MESSAGERIES MARITIMES, 3, Queen's Building, 18
Telephone 30291.

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS—4,900 TONS;
THROUGH CARGO
21,700 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for Through	H.K. Ports.
British		
Jeypore	Kobe 209	2,180
Sunning	Canton —	204
Yochow	Holhow 1,018	174
City of Hereford	Singapore 875	3,524
		2,102 — 6,082
American		
Pres. Wilson	Manila 63	2,249
		63 — 2,249
Dutch		
Van Heutz	Singapore 251	35
		251 — 35
French		
Sphinx	Shanghai 243	2,000
Min.	Haliphong 1,895	2,464
		2,138 — 4,464
Norwegian		
Corneville	Manila 2,400	6,200
Sandviken	Canton —	187
		2,400 — 6,387
Japanese		
Anyo Maru	Singapore 22	2,600
		22 — 2,100
Chinese		
Shun Foong	Keelung —	—
		—
Total		6,976 21,797

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—
Sunning (Br.), Canton ... 21
Yochow (Br.), Holhow ... 124
Van Heutz (Dut.), Singapore ... 634
Sphinx (Fr.), Shanghai ... 41
Sandviken (Nor.), Canton ... 22

SHIPS IN HARBOUR

WHARVES
Kowloon:—President Wilson, Van Heutz, Sphinx and Min.
Holt's:—City of Hereford, Douglas Laprak:—Hai Yang.

DOCKS
Kowloon:—Fingal.
Tatoo:—H.M.S. Olympus, Anhul, King Lee, Chekiang and Chiehlu Maru.

BUOYS
No. A2.—Aeneas.
No. A5.—Kenkon Maru.
No. A7.—Tikembang.
No. A8.—Yochow.
No. A9.—Tathynbus.
No. A11.—Mano Maru.
No. A15.—Atlantic Maru.
No. B2.—Sandviken.
No. B3.—Anshun.
No. B10.—Haldia.
No. B12.—Friderun.
No. B14.—Kiangsu.
No. B22.—Hin Sang.
No. C1.—Promise

ARRIVALS

30TH JULY.

Hydrangea, British steamer, 651 tons, Captain Glerston, from Swatow, Chiu On Wharf.—Chiu On & Co.
Van Heutz, Dutch steamer, 2,749 tons, Captain S. Hellemann, from Singapore, Kowloon Wharf.—J. C. J. Line.
Sphinx, French steamer, 6,724 tons, Captain P. Fayol, from Kobe via Shanghai, Kowloon Wharf.—M. M. & Co.
Sandviken, Norwegian steamer, 1,775 tons, Captain A. Norval, from Canton, buoy No. B2.—J. M. & Co.
Klungchow, British steamer, 1,545 tons, Captain W. Christie, from Shanghai via Swatow, buoy No. B20.—Butterfield and Swire.
Seistan, British steamer, 1,571 tons, Captain R. C. Greer, from Swatow, Douglas Wharf.—Douglas & Co.
Tonjer, Norwegian steamer, 1,949 tons, Captain H. Kamso, from Chinwangtao, Kowloon Bay.—Dodwell & Co.
Gustav Diederichsen, Danish str., 1,353 tons, Captain F. Thaysen, from Swatow, buoy No. A3.—Kwong Nam & Co.
Sulyang, British steamer, 1,594 tons, Captain L. V. Rowe, from Canton, buoy No. B4.—B. & S.

29TH JULY.

Tin Seng, Chinese steamer, 943 tons, Captain Leung Pat, from "K. C. Wan, Salkong Wharf.—Tai Fung & Co.
Shun Foong, Chinese steamer, 2,696 tons, Captain L. Ponsdorf, from Shanghai via Keelung, Yaumati.—Fur East & Co.

CLEARANCES

30TH JULY.

Promise, for Bangkok.
Anshun, for Singapore.
Tikembang, for Muntok.
Min, for Shanghai.
Sphinx, for Saigon.
Dunfri, for Bangkok.
Hydrangea, for Swatow.
Sulyang, for Swatow.
Lycan, for Shanghai.
Pres. Wilson, for Shanghai.
Klungchow, for Canton.
New Mathilde, for Saigon.
Hai Yang, for Swatow.
Atlantic Maru, for Singapore.

SHIPPING MOVEMENTS

The R.M.S. "Empress of Canada" arrived at Shanghai on July 30 at 1 p.m. and leaves to-day at 8 a.m. She is due at Hong Kong on the 2nd August (Friday) at 7 a.m. and leaves for Manila on the same day at 6 p.m.

The R.M.S. "Empress of Russia" left Vancouver for Hong Kong, via Japan ports and Shanghai, on the 27th July (Saturday) a.m. She is due at Hong Kong on the 14th August (Wednesday), and due to leave for Manila on the 15th August (Thursday) p.m.

The E. & A. steam ship "Nellote" will leave for Manila, Rabaul, Brisbane, Sydney, Melbourne and Hobart on or about Friday, the 2nd prox. at 4 p.m.

The steam ship "Tilawa" will leave Amoy for this port on the 1st August, 1935, and is due here on the 2nd August, 1935.

VESSELS DUE

Aeneas, B. & S., July 31.
Africa, E.A. Co., August 10.
Alaska Maru, S.K., August 4.
Annam, E.A. Co., August 30.
Angrir, Melchers, August 10.
Arabia Maru, O.S.K., August 5.
Bremenhaven, Melchers, August 18.
Calchas, B. & S., August 6.
Canada Maru, O.S.K., August 11.
Canton, Gilman's, August 20.
Canton Maru, O.S.K., August 7.
Changte, B. & S., August 9.
Chenonceaux, Messageries, August 11.
City of Elwood, States Co., Aug. 23.
City of Hereford, Bank Line, July 31.
City of Khio, Bank Line, August 9.
Conte Verde, Lloyd Triestino, Aug. 1.
D'Artagnan, Messageries, August 24.
Deuolion, B. & S., August 2.
Diomed, B. & S., August 12.
Duishurg, Joben's, August 3.
Emp. of Canada, C.P.S., August 30.
Emp. of Russia, C.P.S., August 14.
Ferdinif, Joben's, August 7.
Frankon, Melchers, August 4.
Fukuei Maru, O.S.K., August 3.
General Lee, States Co., August 9.
General Pershing, States Co., Aug. 30.
Glancus, B. & S., August 9.
Golden Star, States Co., July 31.
Hague Maru, O.S.K., August 19.
H. Rimvard, Joben's, August 21.
Hellas, Thoresen's, August 10.
Hellas, Thoresen's, August 10.
Hozan Maru, O.S.K., July 31.
Isar, Melchers, August 14.
Iwatesan Maru, O.S.K., August 3.
Kaiser-I-Hind, P. & O., August 9.
Kashima Maru, N.Y.K., August 3.
Kulmerland, Joben's, August 7.
Kwansei Maru, O.S.K., August 9.
Maybashi Maru, N.Y.K., August 7.
Melbourne Maru, O.S.K., August 6.
Neckar, Melchers, August 9.
Nellote, E. & A. S.S. Co., July 31.
Panama, E.A. Co., August 6.
Patriot, B. & S., August 16.
Peiping, Gilman's, August 3.
Potsdam, Melchers, August 13.
President Adams, Dollar's, August 2.
Pres. Coolidge, Dollar's, August 16.
Pres. Harrison, Dollar's, August 16.
Pres. Jackson, A.M. Line, August 9.
Pres. Jefferson, A.M. Line, August 2.
Ranchi, P. & O., August 23.
Ranpura, P. & O., August 21.
Rhein, Joben's, August 21.
Roseville, Bank Line, August 22.
Rahr, Joben's, August 1.
Saale, Melchers, August 25.
Saulha, B.I. (Apost), August 15.
Sirdhana, B.I. (Apost), August 20.
Soudan, P. & O., August 6.
Suissan, Japine's, August 3.
Taina, B.I. (Apost), August 6.
Tai Ping Yang, Dodwell's, August 17.
Tanda, B. & A. S.S. Co., August 3.

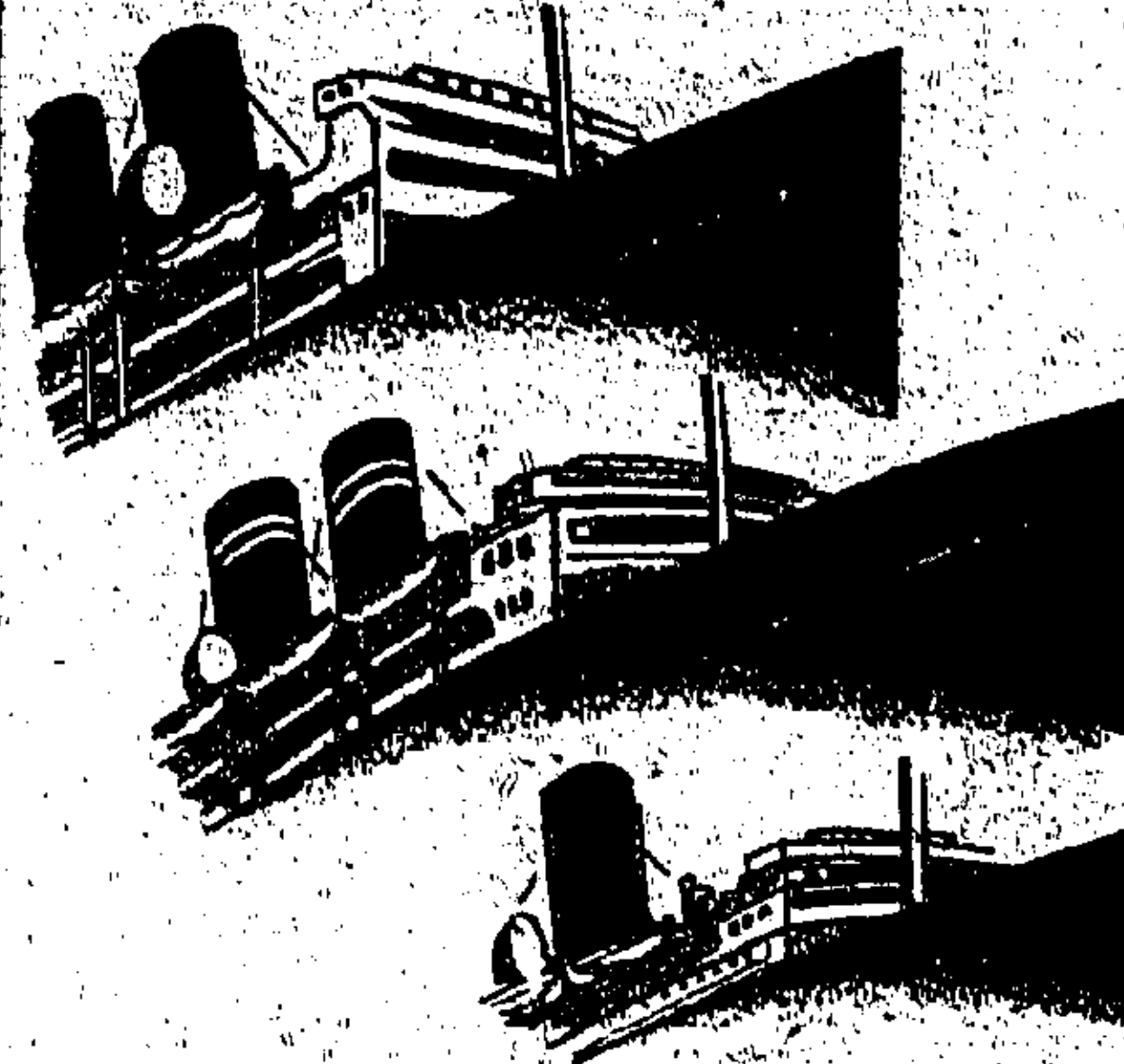
ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	4	6
American	1	0
Dutch	1	0
French	2	1
Norwegian	2	2
Japanese	1	2
Chinese	1	4
Total	12	15

SHIPS IN WIRELESS COMMUNICATION

The list of ships expected to be in wireless communication by the Government Radio Office with Hong Kong yesterday:—
Tuliydersagen, Maybashi Maru, Kaigan, Paul Doumer, Canton Maru, Empress of Canada, Azumasan Maru, General Sherman, President Hoover, Naldora, President Jackson, Tatsuta Maru, Conte Verde, Empress of Japan, Aeneas, Nellote and Prosper.



P. & O. BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Queensland Ports and Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS

under contract with H.M. Government.

Steamship	Tons	From Hongkong (About)	Destination
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PENINSULAR & ORIENTAL SAILINGS

KAISAR-I-HIND	11,000	10th Aug.	Bombay, Marseilles & London.
*\$BHUTAN	6,000	17th Aug.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANCHI	17,000	24th Aug.	Bombay, Marseilles & London.
*\$BEHAR	6,000	31st Aug.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	18,000	7th Sept.	Bombay, Marseilles & London.
*\$SOUDAN	7,000	14th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANPURA	17,000	21st Sept.	Marseilles & London.
RASPUTANA	17,000	28th Oct.	Bombay, Marseilles & London.
*\$BURDWAN	6,000	13th Oct.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* Cargo only. † Calls Casablanca. § Calls Port Sudan.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,000	5th Aug.	Singapore, Penang, Rangoon & Calcutta
SANTHA	8,000	16th Aug.	
TALMA	10,000	30th Aug.	
SIRHANNA	8,000	13th Sept.	
TAKADA	7,000	27th Sept.	

* Calls Port Swettenham.



Now is the time to visit Australia & New Zealand

lands of Sunshine and Romance. "Down Under" you will feel a new being and even if you are not inclined towards Sporting, Fishing, Shooting or Mountaineering you will find that the Antipodes have plenty to offer you, including 25¢ for your pound.

On the way down your life aboard will be as you wish, quiet or hectic for the E. & A. will humour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck Swimming pool, an Orchestra and a fine Laundry.

A Surgeon and Stewardess are at your disposal and last but not least, we had almost forgotten—the cuisine will set you listening eagerly for the Gong.

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Hong Kong to Sydney—19 days.
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The P. & O. Royal Mail Steamers to London and
The E. & A. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

SELLORE	7,000	2nd Aug.	Manila, Rabaul, Brisbane, Sydney, Melbourne & Hobart
TANDA	7,000	8th Aug.	
NANKIN	7,000	14th Oct.	

SAILINGS TO SHANGHAI & JAPAN

TANDA	7,000	3rd Aug.	Shanghai, Moji, Kobe, Osaka, Yokohama, Yokkaichi & Nagoya.
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NALDERA	18,000	8th Aug.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	8th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.

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For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—

MACKINNON, MACKENZIE & CO

P.O. BUILDING, CONNAUGHT ROAD CENTRAL HONGKONG

SWEDISH EAST ASIATIC

SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good passenger accommodation.)
HOME WARDS
To DJIBOUTI, PORT SAID, TRIPOLI, MARSEILLES, ALGIERES, ORAN, CASABLANCA, ROTTERDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG and other SCANDINAVIAN PORTS.
M.V. "PEIPING" ... 3rd Aug.
M.V. "NAGARA" ... 3rd Sept.
OUTWARDS
To SHANGHAI, YOKOHAMA, KOBE and OSAKA
M.V. "CANTON" ... 20th Aug.
M.V. "SHANTUNG" ... 18th Sept.
Passengers Rates: Hong Kong to Mediterranean ... £25
Hong Kong to Rotterdam ... £25
Agents: GILMAN & CO., LTD. G. M. BUTCHER
Hong Kong

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

SS. "CITY OF ORAN" ... Havre, London, Rotterdam & Hamburg ... 9th Aug.
SS. "CITY OF HEREFORD" ... Havre, London, Rotterdam & Hamburg ... 9th Sept.

AGENTS FOR

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

Loading for Mauritius: Henderson, Tamatave, Lourenco Marques, Durban and Cape Port.

EAST & SOUTH AFRICA

M.V. "INCOMATI" ... from Calcutta 4th Sept. ... from Colombo 10th Sept.
M.V. "TIPINGO" ... from Calcutta 4th Oct. ... from Colombo 10th Oct.
M.V. "INCHANGA" ... from Calcutta 4th Nov. ... from Colombo 10th Nov.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

ALL SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
For Freight or Passage on any of the above lines apply to—

Telephone: 27781.

THE BANK LINE (CHINA) LTD.

CANADIAN PACIFIC ANNOUNCES

Sailings for 1936

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Japan	Jan. 14	Jan. 16		Jan. 19	Jan. 21	Jan. 27	Feb. 1
E/Asia	Jan. 29	Jan. 31	Feb. 2	Feb. 4	Feb. 6		Feb. 15
E/Canada	Feb. 11	Feb. 13		Feb. 16	Feb. 18	Feb. 23	Mar. 1
E/Russia	Feb. 26	Feb. 28	Mar. 1	Mar. 3	Mar. 5		Mar. 14
E/Japan	Mar. 6	Mar. 8		Mar. 11	Mar. 13	Mar. 19	Mar. 24
E/Asia	Mar. 20	Mar. 22	Mar. 24	Mar. 26	Mar. 28		April 6
E/Canada	April 3	April 5		April 8	April 11	April 17	April 23
E/Russia	April 17	April 19	April 21	April 23	April 25		May 4
E/Japan	May 1	May 3		May 6	May 8	May 14	May 19
E/Asia	May 15	May 17	May 19	May 21	May 23		June 1
E/Canada	May 29	May 31		June 3	June 5	June 13	June 17
E/Russia	June 12	June 14	June 16	June 18	June 20		June 29
E/Japan	June 26	June 28		July 1	July 3	July 9	July 14
E/Asia	July 10	July 12	July 14	July 16	July 18		July 27
E/Canada	July 24	July 26		July 29	July 31	Aug. 7	Aug. 13
E/Russia	Aug. 7	Aug. 9	Aug. 11	Aug. 13	Aug. 15		Aug. 24
E/Japan	Aug. 21	Aug. 23		Aug. 26	Aug. 28	Sept. 3	Sept. 8
E/Asia	Sept. 4	Sept. 6	Sept. 8	Sept. 10	Sept. 12		Sept. 21
E/Canada	Sept. 18	Sept. 20		Sept. 23	Sept. 25	Oct. 2	Oct. 7

Sailings to MANILA

EMPRESS OF CANADA ... Aug. 2nd.
EMPRESS OF RUSSIA ... Aug. 15th.

Full information from your own Agent or

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TATSUTA MARU ... Wednes. 14th Aug.
AKAMA MARU ... Wednesday, 4th Sept.

SEATTLE & VANCOUVER.
HEIAN MARU ... (Starts from Kobe) Monday, 12th Aug.
HIKAWA MARU ... (Starts from Kobe) Monday, 2nd Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM.
HAKUSAN MARU ... Saturday, 3rd Aug.
HARUNA MARU ... Saturday, 17th Aug.
KATOBARI MARU ... Saturday, 31st Aug.

SYDNEY & MELBOURNE via Manila and Ports.
KITANO MARU ... Saturday, 24th Aug.
ATSUTA MARU ... Saturday, 28th Sept.

BOMBAY via Singapore, Penang and Colombo.
GINYO MARU ... Sunday, 11th Aug.
TOKIWA MARU ... Wednesday, 28th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
HEIYO MARU ... Monday, 9th Sept.

NEW YORK via Panama.
NOSHIO MARU ... Wednesday, 14th Aug.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.
Genoa and Valencia.
DELAGOA MARU ... Thursday, 16th Aug.

CALCUTTA via Singapore, Penang and Rangoon.
TSUSHIMA MARU ... Thursday, 8th Aug.
PENANG MARU ... Thursday, 16th Aug.
HAKODATE MARU ... Wednesday, 28th Aug.

SHANGHAI, KOBE & YOKOHAMA.
KASHIMA MARU ... Saturday, 3rd Aug.
YASUKUNI MARU ... Wednesday, 14th Aug.
ATSUTA MARU (Nagasaki direct) ... Friday, 16th Aug.

† Cargo only.

TEL. 30291



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To SHANGHAI — KOBE.

CHENONORCAUX ... 11th Aug.
D'ARTAGNAN ... 24th Aug.
ATHOS II ... 7th Sept.
ANDRE LEBON ... 31st Sept.
MARCEL JOFFRE ... 5th Oct.
SPHINX ... 19th Oct.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

PORTHOS ... 18th Aug.
CHENONORCAUX ... 28th Aug.
D'ARTAGNAN ... 10th Sept.
ATHOS II ... 24th Sept.
ANDRE LEBON ... 8th Oct.
MARCEL JOFFRE ... 22nd Oct.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:-

G. DE MESSAGERIES MARITIMES.

Telephone 30291.

3, Queen's Building.

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 6,900 TONS;
THROUGH CARGO
21,700 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

	Cargo for Through	H.K. Ports.
British		
Jeppore.		
Sunning.	Kobe 209	2,180
Canton	—	204
Yochow.	Holhow 1,018	174
City of Hereford.	Singapore 875	3,524
	—	2,102 — 6,082
American		
Pres. Wilson.	Manila 63	2,249
	—	63 — 2,249
Dutch		
Van Heutsz.	Singapore 251	35
	—	251 — 35
French		
Sphinx.	Shanghai 243	2,000
Min.	Haiphong 1,895	2,464
	—	2,138 — 4,464
Norwegian		
Cornwall.	Manila 2,400	6,200
Sandviken.	Canton —	167
	—	2,400 — 6,367
Japanese		
Anjo Maru.	Singapore 22	2,600
	—	22 — 2,100
Chinese		
Shun Foong.	Keelung —	—
	—	—
Total	6,976	21,797

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Sunning (Br.), Canton	21
Yochow (Br.), Holhow	124
Van Heutsz (Dut.), Singapore	634
Sphinx (Fr.), Shanghai	41
Sandviken (Nor.), Canton	22
Total	842

SHIPS IN HARBOUR

WHARVES
Kowloon:—President Wilson, Van Heutsz, Sphinx and Min.
Holt's:—City of Hereford.
Douglas Laprak:—Hai Yang.

DOCKS
Kowloon:—Pingal.
Talkoo:—H.M.S. Olympus. Anhui, King Lee, Chekiang and Chichibu Maru.

BUOYS
No. A2.—Aeneas.
No. A5.—Kenkon Maru.
No. A7.—Tjikembang.
No. A8.—Yochow.
No. A9.—Tathytus.
No. A11.—Mano Maru.
No. A15.—Atlantic Maru.
No. B2.—Sandviken.
No. B3.—Anshun.
No. B10.—Haidis.
No. B12.—Friderun.
No. B14.—Kiangsu.
No. B22.—Hin Sang.
No. C1.—Promiss.

ARRIVALS

30TH JULY.

Hydrangea, British steamer, 651 tons, Captain Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.
Van Heutsz, Dutch steamer, 2,749 tons, Captain S. Hellemann, from Singapore, Kowloon Wharf.—J. C. J. Line.
Sphinx, French steamer, 3,724 tons, Captain P. Fayol, from Kobe via Shanghai, Kowloon Wharf.—M. M. & Co.
Sandviken, Norwegian steamer, 1,775 tons, Captain A. Norvall, from Canton, buoy No. B2.—J. M. & Co.
Klungchow, British steamer, 1,545 tons, Captain W. Christie, from Shanghai via Swatow, buoy No. B20.—Butterfield and Swire.
Seistan, British steamer, 1,571 tons, Captain R. C. Creer, from Swatow, Douglas Wharf.—Douglas & Co.
Tonjer, Norwegian steamer, 1,949 tons, Captain H. Kamso, from Chinwangtan, Kowloon Bay.—Dodwell & Co.
Gustav Diederichsen, Danish str., 1,353 tons, Captain F. Thaysen, from Swatow, buoy No. A3.—Kwong Nam & Co.
Suiyang, British steamer, 1,594 tons, Captain L. V. Rowe, from Canton, buoy No. B4.—B. & S.

29TH JULY.

Tin Seng, Chinese steamer, 943 tons, Captain Leung Pat, from K. C. Wan, Saikong Wharf.—Tal Fung & Co.
Shun Foong, Chinese steamer, 2,696 tons, Captain L. Ponsard, from Shanghai via Keelung, Yaumati.—Fur East & Co.

CLEARANCES

30TH JULY.

Promiss, for Bangkok.
Anshun, for Singapore.
Tjikembang, for Muntok.
Min, for Shanghai.
Sphinx, for Saigon.
Dunfir, for Bangkok.
Hydrangea, for Swatow.
Suiyang, for Swatow.
Lycan, for Shanghai.
Pres. Wilson, for Shanghai.
Klungchow, for Canton.
New Mathilde, for Saigon.
Hai Yang, for Swatow.
Atlantic Maru, for Singapore.

SHIPPING MOVEMENTS

The R.M.S. "Empress of Canada" arrived at Shanghai on July 30 at 1 p.m. and leaves to-day at 8 a.m. She is due at Hong Kong on the 2nd August (Friday) at 7 a.m. and leaves for Manila on the same day at 8 p.m.

The R.M.S. "Empress of Russia" left Vancouver for Hong Kong, via Japan ports and Shanghai, on the 27th July (Saturday) a.m. She is due at Hong Kong on the 14th August (Wednesday), and due to leave for Manila on the 15th August (Thursday) p.m.

The E. & A. steam ship "Nellere" will leave for Manila, Rabaul, Brisbane, Sydney, Melbourne and Hobart on or about Friday, the 2nd prox. at 4 p.m.

The steam ship "Tilawa" will leave Amoy for this port on the 1st August, 1935, and is due here on the 2nd August, 1935.

VESSELS DUE

Aeneas, B. & S., July 31.
Africa, E.A. Co., August 10.
Alaska Maru, O.S.K., August 4.
Annam, E.A. Co., August 30.
Angrir, Melchers', August 10.
Arabia Maru, O.S.K., August 5.
Bhutan, P. & O., August 16.
Bremerhaven, Melchers', August 18.
Calchas, B. & S., August 6.
Canada Maru, O.S.K., August 11.
Canton, Gilman's, August 20.
Canton Maru, O.S.K., August 7.
Chaogto, B. & S., August 9.
Chenonceaux, Messageries', August 11.
City of Elwood, States Co., Aug. 23.
City of Hereford, Bank Line, July 31.
City of Khios, Bank Line, August 9.
Conte Verde, Lloyd Triestino, Aug. 1.
D'Artagnan, Messageries', August 24.
Deucalion, B. & S., August 2.
Diomed, B. & S., August 12.
Duisburg, Jebens', August 3.
Emp. of Canada, C.P.S., August 2.
Emp. of Japan, C.P.S., August 30.
Emp. of Russia, C.P.S., August 14.
Ferncliff, Jebens', August 7.
Fukuei Maru, O.S.K., August 3.
General Lee, States Co., August 9.
General Pershing, States Co., Aug. 30.
Glanus, B. & S., August 9.
Golden Star, States Co., July 31.
Hague Maru, O.S.K., August 19.
H. Blavard, Jebens', August 21.
Hellas, Thoresen's, August 3.
Hellas, Thoresen's, August 10.
Hozan Maru, O.S.K., July 31.
Isar, Melchers', August 14.
Iwatoan Maru, O.S.K., August 3.
Kaisar-i-Hind, P. & O., August 9.
Kashima Maru, N.Y.K., August 3.
Kulmerland, Jebens', August 7.
Kwanai Maru, O.S.K., August 9.
Maybashi Maru, N.Y.K., August 7.
Melbourne Maru, O.S.K., August 6.
Naldora, P. & O., August 7.
Nellere, Melchers', August 9.
Nellere, E. & A. S.S. Co., July 31.
Panama, E.A. Co., August 6.
Patroclus, B. & S., August 13.
Peipig, Gilman's, August 3.
Potsdam, Melchers', August 13.
President Adams, Dollar's, August 2.
Pres. Coolidge, Dollar's, August 1.
Pres. Harrison, Dollar's, August 16.
Pres. Jackson, A.M. Line, August 9.
Pres. Jefferson, A.M. Line, August 2.
Ranchi, P. & O., August 23.
Ranjura, P. & O., August 21.
Rhein, Jebens', August 21.
Roseville, Bank Line, August 22.
Ruhr, Jebens', August 1.
Saale, Melchers', August 25.
Santia, B.I. (Apar), August 15.
Sirdhana, B.I. (Apar), August 20.
Soudan, P. & O., August 6.
Suisan, Jardine's, August 8.
Tama, B.I. (Apar), August 6.
Tai Ping Yang, Dodwell's, August 17.
Tanda, E. & A. S.S. Co., August 3.

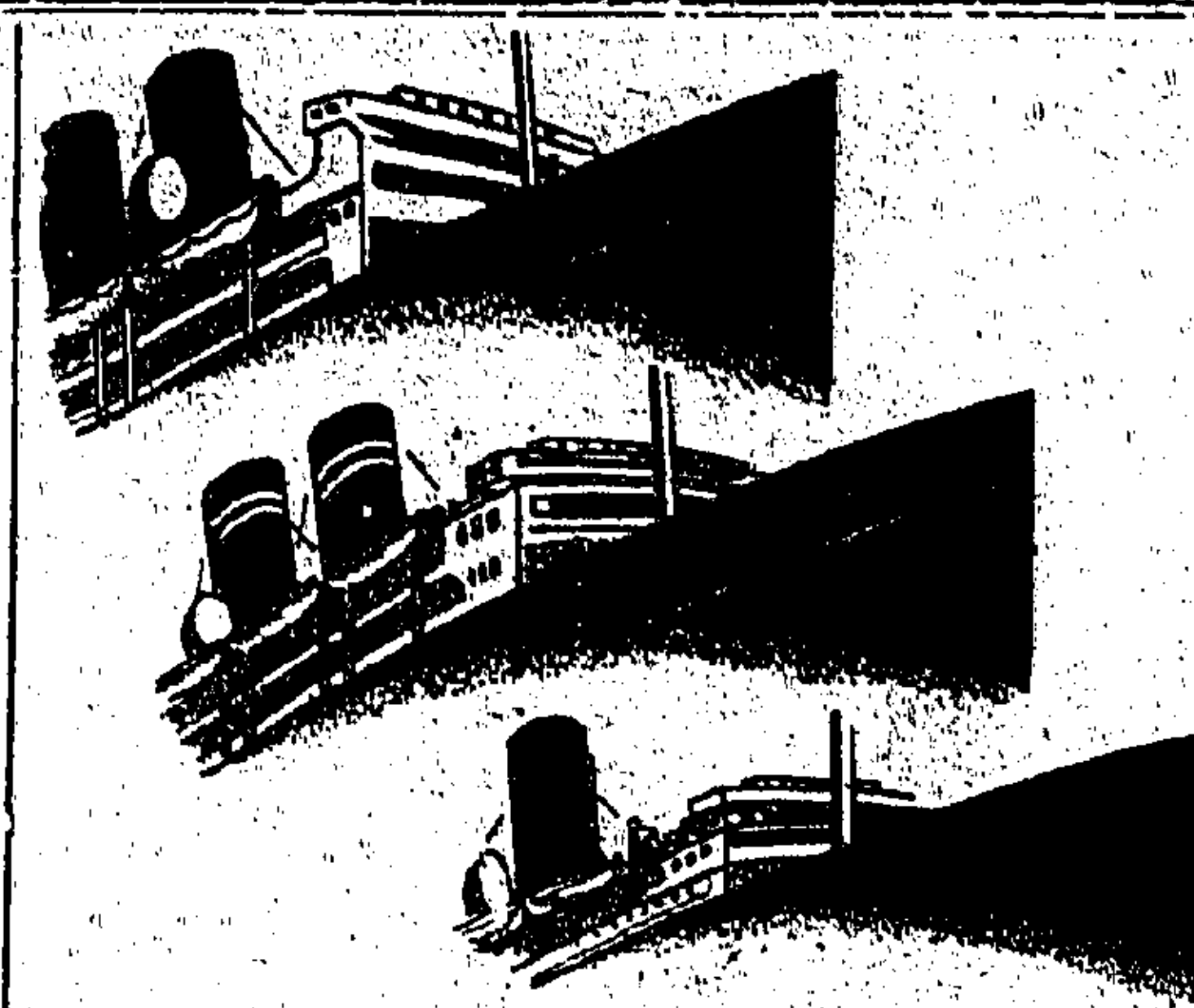
ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:-

	Arr.	Dep.
British	4	6
American	1	0
Dutch	1	0
French	2	1
Norwegian	2	2
Japanese	1	2
Chinese	1	4
Total	12	15

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The list of ships expected to be in wireless communication by the Government Radio Office with Hong Kong yesterday:-
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WALDESA	16,000	7th Sept.	Bombay, Marseilles & London.
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TALMA	10,000	8th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.

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P.O. BUILDING, CONNAUGHT ROAD CENTRAL, HONGKONG



SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good passenger accommodation.)

NOME WARDS

To DJIBOUTI, PORT SAID, TRIPOLI, MARSEILLES, ALGIER, OMAN, CASABLANCA, ROTTERDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG, and SWEDISH VIAN FORS.

M.V. "PEIPING" ... 9th Aug.

M.V. "NAGARA" ... 3rd Sept.

OUTWARDS

To SHANGHAI, YOKOHAMA, KOBE AND OSAKA

M.V. "CANTON" ... 20th Aug.

M.V. "SHANTUNG" ... 18th Sept.

Passengers, Rates, (Hong Kong to Mediterranean) ... 24th

Agents—GILMAN & CO. LTD. G. H. HUYGEN

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF ORAN" ... Havre, London, Rotterdam & Hamburg. ... 9